SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1962

No. 97

THE BALTIMORE & OHIO RAILROAD COMPANY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 98

MARYLAND PORT AUTHORITY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 99

INTERSTATE COMMERCE COMMISSION, APPELLANT,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

APPEALS FROM THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF MASSACHUSETTS

INDEX

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VOLUME IV

	Original	Print
I. C. C. Exhibits		
Secretary's certificate (omitted in printing)	2447	1615
No. 1—Verified statement of Arthur E. Baylis	2448	1615
(AEB-1)—Report of Messrs. Thurman, Washburne and Cooley, Constituting an Advisory Commission on Differential Rates by Railroads between the West and the Seaboard, dated July 20, 1882	2464	1627
No. 2—Verified statement of Arthur J. Crookshank	2498	1668
(AJC-1)—Tariffs and supplements providing for equalization of export and import rates to and from all North Atlantic ports, New York, N. Y. and North with rates applicable at Baltimore, Md., which were suspended by the I. C. C. in I&S Docket No. 6615	2529	1689
(AJC-2)—Tariffs and supplements preserving existing differentials on export and import traffic, etc.	2530	1690
(AJC-3)—List of stations through which import and export rates apply	2533	1693
(AJC-4)—Total volume of import tonnage handled at North Atlantic ports	2534	1696
(AJC-5)—Graph—Percentage of import tonnage handled at New York, Albany, etc.	2537	1699
(AJC-6)—Total volume of export tonnage handled at North Atlantic ports	2538	1700
(AJC-7)—Graph—Percentage of export tonnage handled from New York, Albany, etc.	2540	1702
(AJC-8)—Total import tonnage handled at North Atlantic ports, etc.	2541	1703
(AJC-9)—Graph—Import tonnage handled at North Atlantic ports, etc.	2542	1704
(AJC-10)—Total export tonnage from North Atlantic ports, etc.	2543	1705
(AJC-11)—Graph—Export traffic moving from the North Atlantic ports, etc.	2544	1706

	Original	Print
I. C. C. Exhibits—Continued		
No. 2—Verified statement of Arthur J. Crookshank—Continued		
(AJC-12)—Average through distances between Central and Illinois Freight Association territories, etc.	2545	1707
(AJC-13)—Net tons of import traffic handled by Delaware, Lackawanna and Western Railroad, etc.	2546	1708
(AJC-14)—Net tons of export traffic handled by Delaware, Lackawanna, & Western Railroad, etc.	2552	1714
(AJC-15)—Export carloads unloaded, except coal and coke, other than grain	2559	1721
No. 3—Verified statement of E. C. Hallberg	2561	1723
(H-1)—Import and export traffic handled through the Port of New York by Erie Railroad Company, etc.	2567	1727
No. 4—Verified statement of Carlton F. Heard	2568	1728
(BM-1)—Summary of cars of all import carload traffic handled by the Boston and Maine Railroad in line haul service, etc., 1951, and August 1, 1955 through July 31, 1956	2581	1737
(BM-2)—Rates on import woodpulp from North Atlantic ports to representative points in affected territory	2583	1739
(BM-3)—Rates on import ball or china clay in closed cars from North Atlantic ports, etc.	2584	1740
(BM-4)—Import 6th class rates from North Atlantic ports, etc.	2585	1741
(BM-5)—Examples of routes and distances via which rates apply on import woodpulp shown in Exhibit (BM-2), etc.	2586	1742
(BM-6)—Summary of all import carload traffic moving in line haul service via the Boston and Maine Railroad, etc., August 1, 1955 through July 31, 1956	2587	1743
(BM-7)—Summary of all import carload traffic moving in line haul service via the Boston and Maine Railroad, etc., August 1, 1955 through July 31, 1956	2592	1748

	Original	Print
I. C. C. Exhibits—Continued		
No. 4—Verified statement of Carlton F. Heard—Continued		
(BM-8)—Summary of cars of all export traffic handled by the Boston and Maine Railroad in line haul service, etc., 1951, and August 1, 1955 through July 31, 1956	2594	1750
(BM-9)—Summary of all export carload traffic moving in line haul service via the Boston and Maine Railroad, etc., 1951, and August 1, 1955 through July 31, 1956	2596	1752
(BM-10)—Summary of all export carload traffic moving in line haul service via the Boston and Maine Railroad, etc., 1951, and August 1, 1955 through July 31, 1956	2600	1756
No. 7—Verified statement of Edward C. Ennis	2602	1758
(Exhibit No. ——)—Import and export traffic handled through the Port of New York, etc.	2608	1762
No. 8—Verified statement of Alvin K. Thomas	2609	1763
No. 9—Verified statement of George W. Flanigan	2618	1767
(Exhibit No. 1)—Statement showing the number of cars, import and export, by commodities, to affected and unaffected territories	2628	1775
(Exhibit No. 2)—Statistics for New York, New Haven and Hartford Railroad Company; Baltimore and Ohio Railroad Company; Pennsylvania Railroad Company; and the Western Maryland Railway Company, 1934 through 1956	2635	1782
No. 10—Verified statement of E. E. Allstatter	2636	1783
No. 11—Verified statement of Frederick W. Bennett	2640	1786
No. 12—Verified statement of William F. Conlin	2644	1789
No. 13—Verified statement of R. B. O'Donnell	2648	1792
No. 14—Verified statement of Union Carbide Corporation	2652	1795
No. 15—Verified statement of Roger H. Gilman	2658	1800
Appendix "A"	2675	1816
(DG)—Total oceanborne exports and imports	2676	1819

	Original	Print
I. C. C. Exhibits—Continued		
No. 15—Verified statement of Roger H. Gilman—Continued		
(C)—Pamphlet entitled "The Port and the Community"	2677	1821
(C-1)—Development of port facilities at North American seaports, etc., January 1, 1946 to December 31, 1955	2691	1823
(D)—New York Harbor terminals map	2695	1827
No. 16—Verified statement of Jerome Gilbert	2696	1828
(JG-3)—Excerpt—Boston's share of United States oceanborne exports and imports, 1923-1956 (excerpt)	2707A	1837
(JG-9)—United States waterborne imports, 1923-1956	2708	1838
(JG-10)—Waterborne imports of New York Customs District, 1923-1956	2709	1840
No. 17—Verified statement of Edward K. Laux	2711	1841
(H-2)—Letter from Edward K. Laux to M. Bourgeois, dated June 4, 1956, and letters from secretaries of steamship freight conferences or associations to Port of New York Authority	2775	1890
(K-1)—Advertised sailings from North Atlantic ports to selected foreign destinations	2782	1897
(D-4)—Memorandum of agreement between the New York Central and Hudson River Railroad Company, The Erie Railway Company, The Pennsylvania Railroad Company, and The Baltimore and Ohio Railroad Company, dated April 5, 1877	2787A	1903
(H)—Excerpt from report prepared by War Department in cooperation with United States Shipping Board in 1922	2788	1905
(D-5)—Comparison of distances in nautical miles between various world ports and North Atlantic, South Atlantic and gulf ports	2808	1925
(L-1)—Statement showing typical export and import rates, Classes 1, 3, 40 and 6, between representative points in the Central West and the ports of New York, etc.	2810	1927

	Original	Print
I. C. C. Exhibits—Continued		
No. 18—Verified statement of John Patterson	2821	1937
Appendices A, B, and C—Export railroad freight rates	2826	1941
No. 19—Verified statement of Edmund A. Senghas	2829	1946
No. 20—Verified statement of Howard G. Seymour	2834	1950
No. 21—Verified statement of R. Hamlin	2839	1954
No. 22—Verified statement of C. P. Kelsey	2843	1957
No. 23—Verified statement of Colin D. Mawer, Jr.	2847	1960
No. 24—Verified statement of Raymond C. Sell	2851	1963
No. 25—Verified statement of Melvin A. York	2855	1966

[fol. 2447] Secretary's Certificate (omitted in printing).

[fol. 2448] I.C.C. Exhibit No. 1

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

I&S DOCKET NO. 6615

VERIFIED STATEMENT OF ARTHUR E. BAYLIS

My name is ARTHUR E. BAYLIS. I am Vice President, Freight Sales and Service of The New York Central Railroad Company, with headquarters at 466 Lexington Avenue, New York 17, New York. I have served in the Freight Sales and Service Department of the New York Central for more than 20 years and, as head of this Department now, I am responsible for planning, administering and supervising policies and work that will increase the gross and net freight revenues of that Company.

I have been asked by the railroads[1] who joined in the

[1] Boston and Maine Railroad; The Delaware and Hudson Railroad Corporation; The Delaware, Lackawanna and Western Railroad Company; Erie Railroad Company; Grand Trunk Railway System (Lines in the United States, east of the west bank of the Detroit and St. Clair Rivers); Lehigh Valley Railroad Company; The New York Central Railroad Company; The New York, New Haven and Hartford Railroad Company; New York, Ontario and Western Railway Company (Presently being operated by receivers, with sale of its properties scheduled for June 25, 1957.); New York, Susquehanna and Western Railroad Company.

The Maine Central Railroad Company takes a position on import traffic which it will express individually. Both the Grand Trunk—East and the Maine Central presently participate in import routes from Portland, Maine, on the Baltimore basis via Canadian routes, and both roads have joined in the proposed Baltimore rates on export traffic.

subject proposed adjustment, designed to equalize the rates [fol. 2449] of the North Atlantic ports with Baltimore, to present to the Commission the background and developments which led to the joint decision to make such equalization. Thus, I am speaking not only for the New York Central, but the other port railroads which participated in the proposed equalization.

Prior to the present effort of the railroads serving the ports New York, Boston, and north thereof to establish the Baltimore import and export rates from and to ports New York and north thereof including Canadian ports, I had been concerned over the fact that the New York Central Railroad's share of foreign traffic was declining steadily. Reports from our traffic representatives in various localities confirmed this decline in traffic. Meetings and traffic analyses with officials of the Port of New York, Boston and ports north thereof, including Canadian ports, strengthened my belief that affirmative action to eliminate this rate differential was required. A study of statistics on water-borne commerce of the United States prepared by the United States Army Corps of Engineers[1] further bore out my conclusion that the northern tier of ports were steadily losing their relative positions with respect to the total volume of import and export tonnage handled at North Atlantic ports. The necessity for a more competitive pric- [fol. 2450] ing policy on foreign traffic was apparent.

During 1956 agreement was reached by certain railroads serving these northern tier ports that tariffs should be published placing the import and export rates from and to those ports on an equal basis with those of competing railroads serving Baltimore. Such rates were published effective July 10, 1956, but a concurrent reduction in rates by the lines serving Baltimore, Philadelphia, and Hampton Roads by an equal amount re-established the differentials which had previously applied and which the railroads serving the northern tier sought to abolish. The Commission

[1] "Waterborne Commerce of the United States, Part 1—Waterways and Harbors Atlantic Coast." Compiled under the supervision of the Division Engineer, North Atlantic Division, Corps of Engineers, U. S. Army, New York, N. Y.

promptly suspended both proposed adjustments. At or about this time, a comparative study was made of all import and export traffic carried by the New York Central for the years 1946, 1951, and 1956, for the purpose of determining the actual decline of this traffic. Similar studies were instituted by other lines serving the northern tier of ports. These studies, to be introduced by other witnesses to follow, generally reveal that rail traffic from and to the subject ports has indeed diminished through the years. I believe that the differential rate structure is a key contributing factor to this decline. It is the consensus of the traffic officials of these port lines that the traffic over their lines will continue to diminish as long as these differentials are maintained.

[fol. 2451] By tariffs filed to become effective July 10, 1956, the carriers named in footnote (1) on page 1 together with certain terminal lines serving the ports of New York and north thereof including Canadian ports sought to provide for the application of the Baltimore, Maryland, rates on class and commodity rated import and export traffic.

The publication was limited to the interior railroads joining therein and only in connection with import and export rates published as such from and to the ports of Baltimore, New York, Philadelphia and Boston to and from Central Territory in the area formerly known as percentage territory 60% and west.

These tariffs were suspended in I&S Docket 6615 along with similar tariffs filed on behalf of certain railroads serving the ports of New York and south thereof, seeking to maintain the existing port relationships on import, export traffic.

The purpose of the proposed adjustment insofar as the lines serving the ports of New York and north thereof are concerned is to provide for equal application of through transportation charges between foreign countries and interior United States points via all ports Hampton Roads and north.

The heretofore recognized differences in rail rates on import and export traffic via North Atlantic ports, commonly known as port differentials, disturbed somewhat by the various horizontal increases in rates, are as follows:

[fol. 2452]

IMPORT TRAFFIC

Port	Differentials in ¢ per 100 lbs. 1	2	3	4	5	6 Classes
Canadian Ports (Same as Baltimore)						
Portland, Maine (Baltimore rates via Canadian routes, New York rates via standard routes)						
Boston, Mass. (Same as New York, N. Y.)						
Albany, N. Y. (Philadelphia rates, domestic rates as maximum)						
Philadelphia under New York	6	6	2	2	2	2
Baltimore under New York	8	8	3	3	3	3
Hampton Roads (Same as (1) Baltimore, Md.)						

(1) To territory west of Sandusky, Mansfield, Zanesville, Marietta line.

EXPORT TRAFFIC

Port	Differentials in ¢ per 100 lbs. 1	2	3	4	5	6 Classes
Canadian Ports						
Halifax, St. John, etc. (Same as New York)						
Montreal (Same as Philadelphia)						
Portland						
Boston (Same as New York)						
Albany (Same as Philadelphia, domestic rates as maximum)						

Port	Differentials in ¢ per 100 lbs. 1	2	3	4	5	6	Classes
Philadelphia under New York	2	2	2	2	2	2	
Grain ½¢ over Baltimore							
Flour 1¢ over Baltimore							
New York over Baltimore							
Grain 1½¢							
Flour 2¢							
Baltimore under New York	3	3	3	3	3	3	
Hampton Roads							
(Same as (2) Baltimore)							

(2) From territory west of Sandusky, Mansfield, Zanesville, Marietta line.

[fol. 2453] On commodity rates the same differentials are observed as on class rates.

While the above is basically the method used in arriving at port differentials, on class rated traffic, as the result of Docket 15879 mileage rates, the New York, Philadelphia, and Baltimore rates are arrived at by adding or deducting the specified differentials at either of these three ports to avoid import and export rates exceeding the domestic rates. This results in most cases in Baltimore rates setting the basis and Philadelphia and New York rates being the amount of the differentials over the Baltimore basis.

The present differentials have been in effect for many years and, although they have been attacked before the Interstate Commerce Commission on many occasions by port interests, the differentials have continued to prevail over the years. This, however, is the first occasion that the railroads against which the differentials apply have actively contested their existence before the Interstate Commerce Commission and, through the exercise of their basic right to meet competition, sought to remove these differentials. From their very first establishment, these differentials were looked upon as a temporary device for the purpose of equalizing the through rates between foreign ports and differential territory in the United States west of Buffalo, New York, in order to provide a competitive

over-all combination vessel-rail basis for the traffic between the various railroads, vessel lines, and the ports which they respectively serve. An Advisory Commission was formed [fol. 2454] in January 1882 at the request of the important terminal lines serving the North Atlantic ports to investigate and to report upon "the differences in rates that should exist, both eastwardly and westwardly, upon all classes of freights between the several terminal Atlantic ports . . ." This advisory commission decided that the then existing differentials should not be disturbed but, in the conclusion of their report, stated:

> "But we do not assume that the rates which are just today will be just indefinitely. They have become established by the force of circumstances and they ought to give way if future circumstances shall be such as to render it right and proper. They constitute a temporary arrangement only; equitable as we think, for the present, but which may become inequitable before the lapse of any considerable time. Whenever they shall be found to operate unfairly and to give a force or unnatural direction to trade and whenever it shall appear that they tend to deprive any of the seaports affected by them of the proportion of business that would naturally come to it under the operation of normal competition, the want of equity in the rates will appear and it will be right to *modify or perhaps abolish them.*". (Italics supplied.)

I have caused to be reproduced and offer as Exhibit No. ..... (AEB 1), the complete report of this Advisory Committee as prepared in 1882. The illustrious members of the committee were Allen G. Thurman, a member of the Ohio Supreme Court, a United States Senator, a candidate for Democratic presidential nomination in the years 1876, 1880, and 1884, and a vice-presidential candidate in 1888; Thomas M. Cooley, Professor of Law at the University of Michigan, a distinguished author, a Chief Justice of the Michigan Supreme Court, and the first Chairman of the Interstate Commerce Commission; and Elihu B. Washburne, a member of Congress, Secretary of State [fol. 2455] in President Grant's administration, and min-

ister plenipotentiary. Their comprehensive and outstanding report is interesting in that the same considerations, then so thoughtfully and carefully reviewed, should govern the disposition of or be at issue in this present proceeding. Of course, it is the position of those for whom I speak that certain of the governing considerations have changed, as was anticipated in the portion of the Advisory Committee Report quoted above.

The railroads serving the northern tier of ports are seeking to exercise their basic right to compete on equal terms with competing railroads. It has always been my understanding that except for two fundamental prohibitions the railroads subject to the Interstate Commerce Act are as they were at common law, free to make whatever rates would, in their opinion, increase their business, meet the necessities of commerce, and in general further their interests in the same manner as those engaged in any other trade or business. The fundamental prohibitions referred to are that the railroad rates should not be unjust or unreasonable and that they should not unjustly discriminate so as to give undue preference or disadvantage to traffic handled under similar circumstances. To my knowledge, there is nothing in the Interstate Commerce Act or in other statutes affecting railroads or their management which has changed this basic concept of the right to establish rates deemed necessary for the furtherance of commerce or to meet competition. From its inception, the Interstate Commerce Commission has recognized and up- [fol. 2456] held this right of the carriers to establish rates otherwise lawful which will permit them to compete in the best interest of their successful operations.

At the time of the establishment of the differentials, there existed differences in the ocean rates between the foreign ports and the competing ports of Baltimore, Philadelphia, New York, Boston, and the other North Atlantic ports. The effect of the differentials as then established was to compensate for these differing ocean rates and tended to result at that time in equal total charges through the different ports to and from the ultimate points of destination or origin. On such a basis, the differentials resulted in a competitive situation as between the railroads

serving the different ports. The major change in circumstances, which has resulted during the ensuing years, has been the equalization of ocean rates to and from the different ports brought about through the organization of steamship conferences and the exercise of control over shipping by the U. S. Federal Maritime Board. Since that situation altered, it will be seen by referring to the various exhibits which will be presented by other witnesses in this proceeding that the ports against which the rail differentials operate (New York, Boston and north) have lessened in relative importance and the ports to which the differentials are favorable (Philadelphia, Baltimore, and Hampton Roads) have improved their position disproportionately to the total amount of foreign trade entering and leaving through the North Atlantic ports. This unusual gain for these favored ports penalizes the ports for which I speak. Our inability [fol. 2457] to obtain equal rates will discriminate against our ports and deny our right to compete.

Thus, to the extent that the railroads serving the northern tier of ports have lost traffic to the railroads serving the ports favored by the differentials, they have been damaged by the existence of these outmoded differentials. Behind management's determination to exercise its prerogative to publish rates on a competitive basis with other railroads serving differential territory is not only the immediate benefit to the railroads of equalized opportunity for available traffic, but also the greater public interest in permitting the port areas which they serve to participate in foreign commerce moving through the ports of the United States on a basis more nearly competitive with other port areas. The New York Central serves three of the so-called North Atlantic ports directly by its own lines, namely New York, Albany, and Boston. It is to the benefit of the New York Central as well as in the national interest that these port areas be competitive with and open to the free flow of commerce, as are the ports presently favored by reason of differential rates or lower rate bases.

In distinction to the above heterogeneous application of export and import rates to the ports which make up the so-called North Atlantic range are the rate adjustments to the South Atlantic and Gulf port groups, the rates to and

from the South Atlantic ports Morehead City, North Carolina, to Jacksonville, Florida, being grouped without exception, all on the same basis and without differentials. [fol. 2458] Similarly, the Gulf ports from Pensacola, Florida, to the Mexican border are grouped without exception on both import and export traffic. Here again no differentials exist. In fact, only in the North Atlantic range do these outmoded differentials continue to be observed.

The territory from which the equalized export and import rates apply to and from the South Atlantic and Gulf ports respectively is that part of Central Territory lying on and west of the line of the Monon Railroad from Michigan City, Indiana, to Indianapolis, Indiana, and the line of the NYC (C) RR from Indianapolis to Cincinnati, Ohio, and extending into Western Trunk Line Territory.

The same principle, the right to compete, which permitted the establishment of these equalized rates to and from the South Atlantic and Gulf port groups would appear to have application as well to and from the North Atlantic port group. The problem of diminishing traffic having arisen, these railroads serving the northern tier of ports naturally question the necessity or propriety of the continuation of the varied relationships between the ports which they serve and which are not found in any other port group adjustment. Particularly is the question applicable and pertinent now since the original justification for these varied relationships, as previously shown, has long since disappeared.

The position and contention of the railroads serving the northern tier ports is that they have properly exercised their legal right to establish competitive rates. The pro- [fol. 2459] posed rates are without question compensatory, reasonable, and non-discriminatory, as well as being justified under existing circumstances.

The imminent completion of the St. Lawrence Seaway is an additional factor which influenced the decision to equalize the North Atlantic ports at this particular time. The threat of diversion of the traffic potential in the affected territory to the Seaway makes it all the more imperative that the railroads serving the northern tier of the North Atlantic ports at least be on a basis of equality

with the railroads serving the southern tier of North Atlantic ports in competition for that available traffic. It has been estimated that the St. Lawrence route may be a challenge to approximately one-half of the current grain export volume through the Atlantic Coast ports. This and other threatened diversions will require the best efforts of all of the railroads serving the North Atlantic ports to take measures which will permit their staying competitive for the remaining available traffic and the generation of new traffic to replace that diversion. If the railroads in this North Atlantic group are not permitted to be competitive between themselves, the problems involved in maintaining a competitive position against the Seaway becomes all the more of a dilemma.

We have known for years of the depleting reserves of iron ore in the upper Michigan and Minnesota ranges. A substantial portion of the New York Central total tonnage has been the ore traffic from the lake ports to the Youngs- [fol. 2460] town and Pittsburgh steel-producing areas. Through the past several years, the trend towards use of ore from foreign sources has grown. The New York Central has attempted to anticipate the necessity for replacing the present movement of Michigan and Minnesota ore with ore imported through the North Atlantic ports by placing its rates from the ports it serves on a competitive basis with the railroads serving the other North Atlantic ports. This current proceeding is further in line with this policy but, of course, embraces all commodities subject to import and export rates.

The railroads serving Philadelphia, Baltimore and the Hampton Roads ports have, through the years, handled tremendous tonnages of export and tidewater coal. In the last several years, through various negotiations, the coal-carrying railroads to these ports have increased their tonnage tremendously, and their future outlook for continued large volumes of this traffic is good. It is, therefore, a solid backbone of revenue-producing traffic to the railroads serving these ports. Because of the geographic location of the coal, it is doubtful if very little or any would be available to the ports of New York and Boston. As a matter of fact, no adjustment in the rates on coal is in-

volved in this proceeding. The situation of the railroads serving the ports of Philadelphia, Baltimore, and Hampton Roads is thus not the same as the railroads serving the ports north thereof. These southern ports, as evidenced by this discussion of coal, have profited from the more advantageous natural geographic location than have their [fol. 2461] more northern neighbors to the extent that we presently have a condition contrary to the concept of the protection of weak or handicapped ports that prevailed when the differentials were established so many years ago.

It was on the basis of all the above considerations that the decision to equalize the rail rates to and from the North Atlantic ports on foreign traffic was made. They are considerations to which the Commission must give earnest attention in the disposition of this proceeding.

Particularly since World War II considerable progress has been made in technological advances to improve the economic situation through the development of modern processes to more accurately measure and control the operational costs of industry and agriculture. In fact, every field is far advanced in its ability to ascertain and recognize the factors which go into its total cost of operation. Under these circumstances, and as industry keeps closer watch over its transportation costs, it is not peculiar that the railroads serving the ports with a favorable rate differential should gain a disproportionate share of traffic to and from those ports. The ability of cost accounting methods to pinpoint excess or additional costs in any area has made the 3-cent differential assume proportions it did not have before, and it has become painfully clear that a 3-cent differential can assume large proportions to any alert shipper.

The Commission properly exercised its power of suspension as against the proposed rates of the lines serving [fol. 2462] Philadelphia, Baltimore, and Hampton Roads. The proposed rates of the carriers serving New York and north are the proper expression of those roads' right to compete, and the rates proposed, as will be demonstrated, are not unreasonably low so as to require the intervention of the Commission on that score. The concurrent proposal of the competing lines was, however, a capricious and

unjustifiable act of the type leading to a useless and unnecessary rate war. The Commission should lift its deterring hand from the proposed rates of the railroads seeking equalization and permit the lawful exercise of their right to meet their competition.

[fol. 2463]

VERIFICATION

County of New York)
) ss.
State of New York)

Arthur E. Baylis, being duly sworn, deposes and says that he is Vice President, Freight Sales and Service, of The New York Central Railroad Company and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

/s/ Arthur E. Baylis
Arthur E. Baylis

Subscribed in my presence and sworn to
before me by the affiant above named
this 17th day of June 1957

/s/ Frederick B. Overbaugh, Jr.
Frederick B. Overbaugh, Jr.
Notary Public, State of New York
Qualified in Westchester County
No. 60-2988550
Certificate filed in New York County
Commission Expires March 30, 1959

[fol. 2464]

Exhibit No. (AEB 1)

Witness: Baylis

REPORT OF MESSRS. THURMAN, WASHBURNE & COOLEY, CONSTITUTING AN ADVISORY COMMISSION ON DIFFERENTIAL RATES BY RAILROADS BETWEEN THE WEST AND THE SEABOARD

REPORT UPON DIFFERENTIAL RATES.

PRELIMINARY.

In January, 1882, the undersigned were notified that they had been selected by the New York Central and Hudson River Railroad Company, W. H. Vanderbilt, President; the New York, Lake Erie and Western Railroad Company, H. J. Jewett, President; the Pennsylvania Railroad Company, G. B. Roberts, President, and the Baltimore and Ohio Railroad Company, John W. Garrett, President, to act as an Advisory Commission upon "the differences in rates that should exist, both Eastwardly and Westwardly, upon all classes of freights between the several terminal Atlantic ports," and to report upon the same.

Accepting the appointment, the undersigned met and organized as a Commission, at the City of New York, on February 13, 1882, by designating Mr. Thurman to act as Chairman and selecting Mr. Thomas C. Moore, of Indianapolis, as Secretary. On conferring with Mr. Albert Fink, who on that occasion represented the several railroads named, we were informed that it was not the purpose or desire of the railroad managers to take part in the proposed inquiry after setting it on foot; but that they proposed to leave it exclusively in our hands, in the expectation, however, that other parties interested in the problems of railroad transportation would make before us a full showing of the facts supposed to have a bearing upon the question, and that we would then express our opinion, uninfluenced by the wishes or interests of the railroad companies. The managers informed us, however, that they

held themselves ready to furnish any such information as might be peculiarly within their knowledge, at any time when we might call for it.

Having this understanding of our commission, and desirous of acting intelligently and with full information, we caused circulars to be sent to all the commercial organizations of the cities of New York, Philadelphia, Baltimore and Boston, and to such like organizations in the interior as it was thought would be inclined to respond, inviting them to appear before the Commission and present their views; and whenever a desire to be heard was expressed by any one of them, time and place were designated for the purpose.

From the Produce Exchange, the Board of Trade and Transportation and the Chamber of Commerce of the City of New York, and from the corresponding organizations of the cities of Philadelphia and Baltimore, letters ex- [fol. 2465] pressive of a desire to be heard were received, and public meetings were accordingly held in those cities, at which the question referred to us was very fully considered and discussed. For the purposes of such discussion, we found that in every instance careful and thoughtful preparation had been made, and the arguments, either in full or in substance, were put in print for our subsequent review. Statistics were also collected for us, so far as was thought important. Under the guidance of the commercial bodies, we also visited and inspected the railroad terminal facilities, under circumstances most favorable to a full understanding of the manner in which they concerned the general subject.

The leading commercial organizations of St. Louis, Louisville and Toledo also appeared before us at public sittings held in those cities respectively, and presented their views in print, supplementing them with oral arguments and explanations.

We were also favored at Philadelphia with discussions by representatives of the Board of Trade of Newark, New Jersey, and at St. Louis with the views of the Board of Trade of Indianapolis, presented by one of its members. The Chamber of Commerce of Cincinnati communicated its views to us in formal resolutions; without deeming it

necessary to request public sittings in that city, and single individuals, not representing any formal organizations, have also in some cases been heard. We have also sought and obtained information independently wherever we have found it available, and have made use of the published reports of the railroad companies for that purpose. Our endeavor has been to view the subject from the standpoints of the various interests concerned, and to reach a conclusion that overlooked the just claims of no interest and no locality.

THE QUESTION.

The subject referred to us is that commonly spoken of under the designation of Differential Rates. In the reference, however, and in the paper which follows, the term is made use of in a somewhat restricted sense, being applied not to the differences in rates generally, or as between the several classes of freight as they are arranged in the tariffs of freight charges, but to the differences in rates which are made by the railroad companies as between the several Atlantic seaport cities, and the interior points where the freights are taken up or delivered. It appears that the four railroad companies mentioned, and which, with the Grand Trunk of Canada, are commonly called the Trunk Line roads, have generally been accustomed to make higher charges for the transportation of freights between New York and Boston, as eastern *termini*; [fol. 2466] and the leading towns of the interior, than between Philadelphia and Baltimore and the like towns; and that at the present time they seem to agree in the policy and propriety of making these differences. An idea of the extent of the differences is indicated by the statement that, taking the charges for the transportation of eastward bound freights from Chicago to New York as the standard, the charges to Boston are made the same, and those to Philadelphia two cents, and to Baltimore three cents per hundred pounds less. On westward bound freights the differences are not uniform, but are made higher in the case of those classes of property which are rated highest in the freight tariffs. As between the seaboard cities and St. Louis, Cincinnati, Toledo and other Western towns,

the rates are proportioned to the Chicago rate according to mileage. This is the existing rule or practice.

Whether it is right or proper to make any such discrimination in the charges for the transportation of property between the Atlantic cities and the cities of the interior, and if so, to what extent, is the question that we understand was referred to us, and nothing more. We, therefore, limit our discussion to that question, and pass by many subjects of interest in railroad transportation that were more or less touched upon in the public discussions which took place in our hearing, but which can interest us only as private citizens. Whatever opinions we or any of us may have respecting controverted questions in railroad policy and railroad management, which do not fall within the scope of our present inquiry, it would not become us to intrude them into this discussion.

THE PARTIES CONCERNED.

Although the invitation to us came from the Trunk Line railroad companies, we have not understood that this was because the subject was one over which they had rightfully any exclusive authority. It is, indeed, a subject with which they, first of all, are called upon to deal, for they and their affiliated roads enforce the charges which come under consideration, and establish the differentials if any are established at all. But the railroads constitute a single class only of the many whose interests may be affected, and it may appear, perhaps, that they are not the class most largely concerned. In all the discussions before us it has been assumed that the people of Boston, New York, Philadelphia and Baltimore, and especially all those who are engaged in the exchange of commodities with the interior and with foreign countries, are largely interested, and that their prosperity is to some extent involved in the relative adjustment of rates. The railroads of the interior, which act as feeders to the Trunk Lines, and divide with them the charges on freights moved between the interior and the seaboard, are also interested to the extent that [fol. 2467] the differentials affect their proportion of the charges. We have found also that the people of the interior

consider their interests to some extent involved in the question; and they certainly are concerned in having such tariffs of charges upon the roads over which their traffic is conducted as will give them the advantages of any and all the Atlantic markets, without subjecting their dealings with any one of them to unfair conditions or burdens. It is therefore evident that the question is one of very general interest; and it may almost be said that the question of relative equality of rates, as between Chicago and the Atlantic ports, when those between the other Western towns and the same ports are measured by them, is one of national rather than of local concern.

THE SITUATION.

Three distinct views of the differential rates were taken and urged before us, which may be shortly stated as follows: The New York view, that the differences made in the rates in favor of Baltimore and Philadelphia were wholly wrong and should be abrogated; the Baltimore view, that the differentials were right in principle, but if anything too small; the Philadelphia view, that the differentials should continue, but that they ought not to discriminate as between Philadelphia and Baltimore. In the interior we encountered much difference in opinion, but no views distinctly peculiar.

The discussion was open at New York, where it seemed to be assumed that the parties chiefly concerned were the three cities of New York, Philadelphia and Baltimore, and that the differentials operated to build up the business of the two last to the prejudice of that of New York. On this assumption it was then said they were unjust, and that it was the duty of the New York railroads to force their abrogation. It was also assumed that two of the Trunk Line railroads were peculiarly New York roads, whose managers ought to be expected to labor especially in the New York interests, and to enter into the rivalries of that city, so far, at least, as might be necessary to protect the commerce of New York against injury through the more favorable rates which might be offered by the Philadelphia and Baltimore roads to the people of those

cities respectively. At Philadelphia a somewhat similar view was taken of the obligation of the Pennsylvania Railroad to protect Philadelphia interests, and at Baltimore a corresponding protection appeared to be looked for at the hands of the Baltimore & Ohio Railroad. Thus the several Trunk Line railroads were spoken of as New York, Philadelphia and Baltimore roads respectively; and claims of a local nature were made upon them as being such roads. [fol. 2468] Nothing, however, in our investigation of the subject has struck us more forcibly than the fact that the growth of railroad business has been such as to take from the several Trunk Line roads nearly all of purely local character which they formerly possessed. The time appears to have gone by when the interests of any one of them can be concentrated upon and bound up indissolubly with the interests of any one city, so as to constitute it either the dependent or the champion of that city as against the rest of the Union, or even as against any other commercial centre of the Union. The arms of every one of these roads reach out in every direction to embrace and gather in the business of the country, and to distribute impartially according to need and demand. States and cities have called particular railroads into being, but they cannot circumscribe their operations, or make exclusive appropriation of their benefits. Once constructed, they belong to a public which pays little regard in business matters to State lines, and business reasons, which have general influence and force, control their operations, in spite of local sympathies or desires. It is true that two of the Trunk Line railroads—the New York Central & Hudson River, and the New York, Lake Erie & Western—hereinafter spoken of as the Central and the Erie respectively—find the largest share of what is called their through business directed to or originating at the City of New York, and it may be that their managers desire to bring to that city all the business they can control. In common parlance, there is certainly nothing misleading in speaking of these two as New York roads; for the major part of their interests center in New York, and whatever benefits or injures the business of New York, must, to some ex-

tent, benefit or injure them also. But these roads do not refuse freight to Baltimore, Philadelphia or Boston; on the contrary, they enter into competition for them, and through the assistance of affiliated roads, endeavor to make it for the interest of the people of those cities to avail themselves of their facilities in the transportation of goods and supplies. They thus make themselves part of a system of competitive roads, which offers to the business community of every Atlantic seaport a choice of traffic routes and traffic agencies, and they solicit business on the necessary understanding that they shall respect the just rights and claims of all localities, and not sacrifice to New York the interests which are confided to them elsewhere.

It is also not misleading to speak of the Baltimore & Ohio Railroad as a Baltimore road, for its interests, in the main, centre in the City of Baltimore; its bonds and stocks are supposed to be mainly held or controlled there, and its traffic is mainly between that city and the interior. But this road, no more than the New York roads, consents [fol. 2469] to stand apart from the railroad system of the country, as a road limiting its business to a single Atlantic terminus, and declining general competition. On the contrary, it solicits business at the seaports to the north of Baltimore; and that its efforts in that direction have a fair measure of success is evidenced by the fact that in the year 1880 it carried of the westward bound freight moved by the Trunk Line roads from New York more than eight per cent., from Philadelphia more than nine per cent., and from Boston about five per cent., and these proportions are fairly representative of the general run of its traffic. These facts are sufficient to show that neither the New York roads nor the Baltimore road are so exclusively linked to the business interests of those cities respectively as to be either unable or unwilling to share in or contribute to the prosperity of rival cities. And it is now publicly said and seems to be understood that the Baltimore & Ohio is seeking to obtain an independent line into New York, that it may make its competition at that point still more active and efficient.

It certainly cannot be claimed, with much appearance of plausibility, that the Pennsylvania Railroad is the road of

any particular city. The company which owns it is indeed a Pennsylvania corporation, its officers are in the City of Philadelphia, its stocks and bonds are largely held there, and perhaps not largely held elsewhere in this country, and it is not improbable that the feelings and sympathies of those who manage its concerns would incline them to desire specially the growth and prosperity of Philadelphia above other places. But the road has its eastern terminus, not at Philadelphia, but on the harbor of New York, where it has made large and costly preparations to compete with the Central and the Erie for New York business. That it does compete with those roads successfully is shown by the enormous amount of freight which it moves from and carries into that city, and by the fact that the merchants of New York have come to look upon it, with entire justice, as one of the most important channels of communication with the West. In the year 1880 this road took out of New York twenty-six per cent. of the westbound freight carried by the Trunk roads, and delivered to it nearly twenty per cent. of the eastbound. While thus successfully bidding for the custom and favor of New York, it is plain that the Pennsylvania Railroad cannot antagonize the interests of New York unfairly, and must refrain from any attempt to subordinate them to the rival interests which it also endeavors to serve. It is a necessary condition of its competition for the trade of New York, that it shall make its services beneficial, and that it shall offer facilities which are not surpassed by those offered by other roads. But the Pennsylvania also, through its association with the Northern Central, [fol. 2470] competes with marked success for the trade of Baltimore, and took away from that city in the year 1880 twenty-three per cent. of the westbound freight carried by the American Trunk Line roads. Its share in the eastbound freight was still more considerable, being forty per cent. What is said of its relations to New York business may therefore with equal truth be said of its relations to the business of Baltimore; it must hold itself above the rivalries of locality, and assume the attitude of an impartial carrier, desirous of the favor and custom of the

whole country, and willing and anxious to serve all localities on such terms as are relatively equal and substantially just.

It is not likely that this reaching out of all the Trunk Line roads to compete with each other in the several Atlantic cities was contemplated when the roads were originally constructed; but as the several lines have pushed their connections in the West in competition, it has been found desirable for each to offer to its patrons the advantages of as many markets as possible, and to carry for them, without breaking bulk, whatever they have had for carriage in an eastward or westward direction. Competition has thus made roads national which were once local, and it is vain to expect that so important a subject as that of differential rates will be settled on the local preferences or prejudices of those who may have authority in railroad circles. It must, therefore, be settled either arbitrarily, by the fiat or agreement of the transportation companies, or it must be determined by some underlying principle. We agree with what was said in the New York discussions and elsewhere, that any arbitrary adjustments in disregard of such principles as would naturally influence prices of transportation when untrammeled, would not, could not, and ought not to be upheld. There should be—and as we think there must be—some principle by which to determine such a question, or perhaps two or more principles acting upon and qualifying each other.

It has been assumed in the discussions we have listened to, that business would be invited to a city by low rates upon its railroad lines, and that the prosperity of the city would bear some relation to these rates. How far this assumption is likely to be well founded, we, of course, have no more means of judging than has the general public. But the fact that each of the Trunk Line roads has its relations to all the cities, and each city receives benefits from all the roads, is sufficient to suggest some question, whether low relative rates and large relative business will necessarily go together. Though it is true, as we think and have said, all the roads which compete for the business of a place must treat its interests fairly, and not subordinate them to the interests of rival places; yet it

must be expected that they will at all times have primarily [fol. 2471] in view their own interests, and that their zeal to procure business will bear some proportion to the anticipated profits. If New York business is most remunerative, it will be sought most eagerly; if not, the railroad managers will direct attention to that which is. Reducing the New York rates relatively to those of Philadelphia and Baltimore, seems, therefore, to invite the roads to favor particularly the business of the two cities last named. Establishing differential rates in favor of Philadelphia and Baltimore holds out inducements to the railroads to favor the New York trade. The Pennsylvania Company may be expected to desire to carry freights past Philadelphia to New York if it can be paid for the additional haul, but to prefer to leave them in Philadelphia, if for the considerable distance from there to New York it will be paid nothing for the transportation. Thus what each city asks, appears to have some tendency to enlist the selfish interests of the railroad companies against it. We mention this among other circumstances affecting the question, without deeming it necessary to remark upon it further.

THE PRINCIPLES THAT SHOULD CONTROL.

It seemed to be taken for granted, in the arguments presented to us, that the existing differentials had not been determined on any principle, but that they were the result of a compromise between the railroad companies, whereby they had purchased peace between themselves. Three different principles, however, were suggested by different parties, as those which should control, and these found advocates in different localities, according as, it was thought, those localities would be favored by their operation respectively. These three principles may be designated respectively: the distance principle, the cost principle and the competitive principle. It is, however, proper to say that those who advocated the first and the second of these principles, generally agreed that the third should not be discarded; but that it had its legitimate place, and must have its legitimate influence also. Brief notice will be taken of these three principles respectively.

THE DISTANCE PRINCIPLE.

It was contended by the commercial representatives of Philadelphia and Baltimore, that freight charges on like classes of freight between the interior and the seaboard cities ought to be proportioned to distance. We understood them to mean by this, that the shortest line from Chicago to each of the Atlantic cities should be taken as the standard for measuring the freight charges between Chicago and that city, and that the charges for all the cities should [fol. 2472] then be determined by the mileage. By referring to the accompanying note, it will be seen that if the mileage standard were adopted, the freight charges between New York and Chicago would be about ten per cent. greater than those between Philadelphia and Chicago, and about thirteen per cent. more than those between Baltimore and Chicago. Those between New York and Cincinnati would be about twenty-eight per cent. more than between Philadelphia and Cincinnati, and about thirty-eight per cent. more than between Baltimore and Cincinnati.* According

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*DISTANCES VIA THE SHORTEST RAIL ROUTES TO

	Boston.	New York.	Phila.	Baltimore.
Chicago	1,009	900	823	802
Burlington, Ia.	1,216	1,106	1,030	995
Cincinnati	927	743	667	576
Columbus, O.	807	623	547	512
Cleveland	671	580	504	483
Detroit	724	673	682	661
Indianapolis	951	810	735	700
Kansas City	1,487	1,324	1,248	1,192
Louisville	1,161	870	794	706
Memphis	1,438	1,247	1,171	1,083
Milwaukee	998	947	908	887
Omaha	1,503	1,393	1,317	1,294
St. Louis	1,212	1,050	973	917
St. Paul	1,418	1,308	1,232	1,211
St. Joseph	1,478	1,356	1,280	1,223
Toledo	784	693	617	596

Taking Boston as the standard, New York averages twelve per cent. nearer to these towns, Philadelphia eighteen and Baltimore twenty-two per cent. nearer.

Between New York and Chicago the line of the Pennsylvania Railroad is forty-seven miles shorter than that by the Erie and its

to the average rates on grain and provisions this year, the differentials have only been about six and two-thirds per cent. in favor of Philadelphia, and ten per cent. in favor of Baltimore; and the distance principle would, therefore, on an average, increase them greatly. It was urged that it was by this principle that the several roads, constituting a competing line, are accustomed to apportion their joint charges, and that these very Trunk Lines adopt it in dividing the charges upon through freights with the roads from which they receive the freight, or to which they deliver it. The New York representatives, on the other hand, contended that the distance principle could not with any justice control, for the reason that distance does not measure either the cost or the value of the service; so that if adopted as the standard of charges, it would be an arbitrary standard, and the element of equity in the rates would be disregarded.

If there were between each of the Atlantic cities and the interior towns only a single line of railroad communication, [fol. 2473] some of the difficulties in the way of the application of the distance principle, which are now obvious, would be wanting. But, as has been said already, every one of those cities has several lines, and would be content with no less. The supposed distance principle ignores this fact: selecting the shortest line to each city, to the disregard of the rest, and estimating the charges in proportion to its length. It might thus happen that the charges on freights from Chicago to the several seaboard cities, with all their roads taken into the account, would bear no proportion whatever to the distance; and it is certain that as between the roads serving the same city, the supposed principle could not be applied at all, for they, irrespective of distance, must conform to the lowest rates. The distance apportioned would, therefore, not be an apportionment of principle, but only of expediency; and whether expedient or not, must depend somewhat on other considerations, which present themselves in the practical administration of railroad affairs.

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connections, fifty miles shorter than that by the New York Central and its connections, and one hundred and fourteen miles shorter than that by the Baltimore & Ohio and its connections.

It cannot be said, however, that distance is a circumstance without value in the determination of railroad tariffs; it is, on the other hand, one of much importance. Nearness to the producers and consumers of the articles which it handles is a great advantage to any city; and so far as the rivals of New York are possessed of this advantage, they are justified in expecting that it will be recognized. But the value of this advantage is a question that must be determined with many other things taken into the account, and can only be fully solved in the tests of competition. The general fact now is that distance does not determine railroad charges, and that where competition is most active it influences them the least. The distance principle does not, therefore, stand the test of competition, and so far as we can perceive, there is no possibility of establishing it except by subordinating competition altogether to it. But to do this would require an exercise of arbitrary authority which we do not understand those who advocate the distance principle to advise or desire. We must conclude, therefore, that distance cannot supply for us the controlling principle, and that its proper influence upon transportation charges cannot be determined either arbitrarily or as a matter of antecedent computation or estimate.

THE COST PRINCIPLE.

New York parties who rejected the distance principle were inclined to favor the grading of rates by the cost of service; and if this were done, they claimed that the differentials would disappear altogether. Cost of service is here employed as synonymous with the phrase cost of moving freight, which is most commonly used. The latter phrase, however, is used in two very different senses, which [fol. 2471] it may be important to distinguish in order to avoid misconception. Railroad companies use the phrase for their own purposes when making reports to their stockholders or for the public under the requirements of State laws. In such reports cost of moving freight will be understood to be the actual outlay by the railroad company in moving its freight over a completed and equipped road. This outlay will embrace the cost of fuel, the com-

pensation to the regular freight agents, to freight solicitors, if any, to the servants employed to handle the freight and govern and move the trains. It must also embrace the necessary expense of keeping good the freight equipment, and it should include a fair proportion of all such expenses of the company as are incurred for the freight and passenger traffic in common, such as repairs of track, taxes, official salaries, legal expenses, office expenses, general advertising, etc. To all these must be added the cost of insurance against losses to freight and freight equipment by casualties of all descriptions, or of making good such losses. If all these items are added together and the sum total is divided by the number of tons of freight moved one mile upon the road, we have as the result the average cost of transporting a ton of freight for one mile of distance.

The report which gives these items will also give others that, as between the railroad company and its patrons, must be understood as constituting a part of the cost of service. If the company owes debts, the interest paid upon these should be included; if it has made dividends to its stockholders, the amount should be included also. Indeed, it is generally conceded that the cost of service should rightfully and equitably be made to include a fair return in interest or dividends on the cost of the railroad investment; though as to what return is fair and reasonable, differences in opinion are held and expressed. But for our present purposes it is sufficient to leave any such differences out of view, and to speak in general terms of the cost principle as that which would measure the railroad charges by the cost of service, and which would make the cost of service embrace the actual outlay of the railroad company as above explained, and a fair return in interest or dividends on the cost of the road and its equipment.

To show that the cost principle would be to the advantage of New York, it became necessary to show that the cost of transporting freight between New York and Chicago was or ought to be less than the cost between Philadelphia and Chicago, or Baltimore and Chicago, or at least that it was not greater. But upon this point, unfortunately,

the information that was produced before us did not appear to be very precise or very accurate. The expressions of opinion were indeed clear and strong, but they were generally supported by argument and inference rather than [fol. 2475] by evidence. Our attention was not directed to official reports or figures, where or by which the actual cost was set forth, but rather to the topographical features of the country between New York and the head of Lake Michigan, which it was said offered admirable facilities for the construction of railroads, which would be economical in original outlay, and economical also in their operation. No such economical road, it was said, had been or could be constructed further to the south, and the unfavorable gradients and curvatures on the Pennsylvania and the Baltimore & Ohio roads more than deprive them of all the advantages which they possess in shorter distance. It was also urged that another important circumstance should be taken into the account when the cost is being estimated. By far the larger portion of all the freight carried by the Trunk Lines is eastward bound. When cost is considered the probability of return freights must be taken into the account, since to whatever extent the cars which convey freight to the seaboard must be returned without loading, the cost of the return must be reckoned as part of the cost of transporting the eastbound freight. And it was confidently asserted than the probability of obtaining remunerative return freights was much greater at New York than elsewhere on the Atlantic coast.

To make out the case of more favorable lines and gradients between Chicago and New York, the route is required, after it leaves the shore of Lake Erie, to follow substantially the course of the Erie Canal to the Hudson, and thence down that river. By that route a road has been constructed with few unfavorable grades and curves, and this road no doubt is or can be operated with much greater economy than would be possible if its line were through a mountainous region. But if we take this as the route for freight transportation between New York and the interior, and compare it with the routes to Philadelphia and Baltimore over the roads which carry most freights to those cities respectively, we commit the mistake of di-

recting our attention exclusively to the one road which possesses this favorable line, and ignoring altogether the fact that New York has other roads which it is desirable for its interest should live and prosper, and that over each of them the active and energetic merchants and manufacturers of that city are seeking the business of the interior and inviting its custom. Every one of those roads brings to New York a large amount of trade which would not be obtained without its facilities; and it seems certain that New York cannot afford to ignore any one road, any more when it is settling its grievances with rivals than when estimating advantages over them. If, therefore, it be demonstrated that the New York Central and its connecting roads can transport western products from the interior to [fol. 2476] New York as cheaply as the more southern roads can move them to Baltimore or Philadelphia, it may not follow that the interests of New York would be subserved by the adoption of the cost principle and the bringing of the charges on freight transportation to and from New York to the test of what the Central could afford. Prudence would require that at least the probable consequences should be considered; and if among these consequences should be the possibility of some other line to New York being found unable to endure the test of the cost principle, this of itself ought to raise some doubt whether the city of New York could be interested in establishing it. Now, the very claim that is made in behalf of the New York Central route, as one of remarkable economy, assumes that the Pennsylvania route is less economical; and the assertion that the Central can carry from Chicago to New York as cheaply as the Pennsylvania can carry from Chicago to Philadelphia, contains within it—since the less is contained in the greater—that the Central can carry from Chicago to New York cheaper than the Pennsylvania, which only reaches New York by carrying past Philadelphia, can possibly do. The application of the cost principle, if made under such circumstances, must force the Pennsylvania to this alternative: that it must carry at rates which will not give to the company a fair return in profits, or it must give up competition for New York

business; and the Erie, whose line is also assumed to be less favorable than that of the Central, might be compelled to face the same alternative. It probably would not be contended that either the Grand Trunk or the Baltimore & Ohio, whose lines to New York, through connecting roads, are so much longer than those of the Pennsylvania, could compete at all for New York business under a strict application of the cost principle. The natural tendency of its application would, therefore, be in the direction of throwing upon one of the existing lines to New York the bulk of the New York business, to the destruction of the others, and to the final destruction of competition. It is not to be assumed that this is what New York desires. Every great city finds it conducive to its prosperity to secure as many of these avenues of trade and travel as possible; and it is certainly not more important to gain a new line than to preserve one already in existence, and already equipped with all those powers of usefulness which a new project can only promise at some time in the future. If, therefore, the cost principle were to be adopted for regulating the charges as between the competing cities, it would seem that New York ought to bring into the calculation not one road only, and that the one most economical in construction and operation, but all the roads which contribute to its prosperity, and which it desires to retain.

[fols. 2477-78] At Philadelphia and Baltimore it is asserted with great confidence that over no one of the New York roads can freights be conveyed as cheaply, from Chicago to New York, as they can be over the Pennsylvania and the Baltimore & Ohio roads to Philadelphia and Baltimore respectively. For this confidence certain facts are stated which are supposed to be sufficient to produce the result, and official reports are cited as evidence that the result has followed. The favorable lines of the New York Central, and its affiliated roads, are admitted; but it is contended that all the advantage of these is more than neutralized by greater distance and the greater cost of fuel to the New York roads over those to the south of them. The Pennsylvania and the Baltimore & Ohio roads find the coal, which represents their motive power, in beds at various points on their lines, and can take it up for use

at little more than the cost of handling; while the New York roads, on the other hand, and especially the Central, must transport the coal for a long distance at a cost two or three times as great. This cost constitutes a very considerable part of the total expense of moving freight, and it cannot be overlooked or treated as of little moment.

The official figures to which attention was called to show the greater cost on the New York lines are to be found in the reports of the New York Central, the Erie and the Pennsylvania, made by the directors to the stockholders, to show the operation of the roads for the years 1880 and 1881. In those reports estimates are made of the cost to the companies respectively of moving one ton of freight for one mile of distance, omitting from the calculation the items of interest and profits. The reports, as will be seen on referring to the note in the margin, make a very unfavorable showing for New York;* and if the figures told the whole story, and if we could be assured that they were made by each company on the same basis, they would go very far toward justifying the other cities in the claims they make. But, unfortunately, these reports are, for our purpose, of little value. They cover too much in some respects, and too little in others, to give us the information we need. 1. The Trunk Line companies report the cost over their own roads only, and do not include the cost over the feeder roads; but what we need to know is the cost of transportation over the whole line from western points to the seaboard. 2. The companies in their reports do not discriminate between the cost of transporting local [fol. 2479] freight and through freight, but endeavor only to give the average cost of moving both. But here the reports embrace too much for our purposes, for on this inquiry we are interested only in the cost of moving

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* Cost of moving freight per ton for one mile of distance:

On the New York Central,	1880,	5.41 mills.	1881,	5.62 mills.
On the Erie,	"	5.34 "	"	5.29 "
On the Pennsylvania,	"	4.74 "	"	4.37 "

No corresponding figures are given in the reports of the Baltimore & Ohio R. R. Co.

through freight. If the freights over all the roads were similar in kind, and if the proportion of through freight to way freight were nearly the same on all, the report of average cost might be accepted as indicating the proportionate cost to each road of its through freights. But we must take notice of the fact, which is matter of common knowledge, that the character of local freight is exceedingly diverse on the different roads, and that the cost of handling is far from being uniform. If one company, for example, handles coal in large quantities as way freight, loading a train completely at one station, and moving it to another for complete unloading, the cost of such business would furnish very unsafe and unreliable means of comparison with that of the local freight of miscellaneous articles, which another road might pick up in small quantities at many way stations, and deliver at as many more. But these railroad companies, unfortunately, have as yet agreed upon no uniform method of keeping accounts, whereby they may determine, by the same standards, the actual outlay of the roads in moving their freights. It would seem that there ought to be no differences in this particular; but the official reports sometimes disclose on examination that the diversities are very considerable, and are not infrequently met with in the accounts of the same company. One company, for example, when it is able to make such betterments as station houses, warehouses and side tracks from its current receipts without increasing its indebtedness, may charge the cost to operating expenses, while another under similar circumstances would charge them to construction account, and still another would include them in operating expenses for the time being, and at the end of several years perhaps transfer them to construction account for the purposes of a new issue of stock. Evidences of these different methods of procedure appeared in reports of different companies, which were made use of for their information or for the purposes of illustration before us. It is no doubt undesirable that there should be this diversity in practice; but while it exists it is necessary to take notice of it. If concert of action among railroad managers could bring about a uniform system of accounts, so that the official reports based upon them, which are made

periodically for the information of shareholders, might give valuable and reliable information and means of accurate comparison to the public as well, the change in methods would be likely to prevent many misconceptions and misconstructions of corporate action which now arise in the [fol. 2480] public mind, and which lead to both public and corporate annoyances.

For all the reasons assigned, we are without reliable information by which to apply the cost principle in the regulation of charges of transportation between the Atlantic cities and the interior, and we cannot say that the application would be to the advantage of New York. *Prima facie* the case seems to be against New York, especially when the Pennsylvania Railroad, which constitutes one of its most important lines, is taken into the account. It is very manifest that that railroad can leave freights at Philadelphia more cheaply than it can transport them the additional eighty-seven miles to New York, and probably it can deliver them for still less at Baltimore, since the unfavorable grades of the road, to which much importance was attached in the New York arguments, are all passed before Harrisburg is reached, and from that point the line made use of by the Pennsylvania to reach Baltimore, is shorter than the line to Philadelphia.

The favorable influence which the concentration of foreign commerce at New York ought to have upon railroad rates between that city and the interior, may perhaps be something, for freight tariffs ought to be, and will be, arranged with regard to the probability of compensating freights in both directions. When a railroad company can have freights in one direction only, and must return its cars empty, it must necessarily make the freights pay for the cost of the return. In the eastern and western transportation we have an illustration of this state of things. It is matter of familiar knowledge, that much the largest proportion of freight is eastward bound, and that large numbers of unloaded cars are constantly being sent west over all the roads. If the course of trade were such, that any one of the Atlantic cities sent out by rail as much freight as it received, its advantage over the others would be obviously very great. Railroad companies could afford to

make much better rates upon all freights bound to the city from which they were certain of compensating return loads. It is proper, therefore, that railroad companies should take into consideration the condition of things in this regard, and every participant in foreign commerce has a right to expect that this will be done. We have therefore directed our own attention to the differences in the freights received and those sent out by the four leading Atlantic seaboard cities over the four American Trunk Lines, and have given in a marginal note the aggregates for the year 1880, which will be sufficient for the purposes of approximate comparison.* The table shows that the proportion [fol. 2481] of freight sent out from New York over these roads, when compared with that which is received from them, is considerably greater than the proportion at either Baltimore or Philadelphia, but it is nevertheless only as one to four and a quarter, and it is manifest that not only must a large proportion of all the cars which go loaded to New York return without loads, but that a much more considerable number must so return from New York than from either of the other cities.

While, therefore, New York has an advantage over its rivals, in the larger proportion of westbound to eastbound freight, the advantage, if estimated by the bulk, is not very great. And it must be borne in mind that these four cities do not by any means furnish to the roads all their westbound freight, but that they take large quantities from other towns along their line. It may be that New York westbound freights average highest in the freight tariffs,

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*Freight Tonnage by the four American Trunk Line roads for the year 1880:

	Received.	Sent.
New York	4,266,830	1,022,612
Boston	913,887	309,232
Philadelphia	1,553,381	299,474
Baltimore	1,559,251	241,600

As the business with the Grand Trunk of Canada is not covered by this statement it will be readily understood that the statement is not so favorable to Boston as it should be, as its business with the Grand Trunk is very large.

but even then the relative advantage of New York will probably be less considerable than some of its advocates have supposed. And on a careful examination of all the arguments advanced at New York, we are not satisfied that a strict application of the cost principle, if it should be found susceptible of application, would be likely to benefit the trade of that city in its rivalry with the other Atlantic cities.

But if the exact cost of transporting freight by rail were attainable, could it be made the standard whereby to measure the charges as between competing cities? We do not consider now what might be just and right as between a railroad company and its patrons if the case of any railroad company could be taken up and considered by itself apart from all others, but of what is practicable in view of existing facts. If the cost principle could be applied, we do not see how the railroad companies of the country could justly complain of it. If they could all receive for the transportation service the cost of the service, as above explained, they would benefit their average condition very greatly by accepting it, for they are not now receiving on an average anything near the average legal interest of the country on the cost of their investments.* Many of the companies—perhaps the majority of them—[fol. 2482] in order to realize cost would be compelled to increase their charges very considerably, while others, including perhaps some of these Trunk Lines, might be called upon for a reduction. The general result would be, not a diminution of charges, but an increase; and it is hardly probable that the country at large would be satisfied with

* In Poor's Manual the aggregate cost of the railroads of this country and their equipment to 1881 is given at $4,653,609,297. The railroad companies paid in 1880 in dividends, $77,115,410; and for interest on bonded debt, $107,866,328. To 1882 the cost was $5,577,996,931. There was paid in 1881 in dividends, $93,344,200, and for interest $128,587,302. It will be seen that the dividends and interest together are about four per cent. on the cost of the roads and equipment; the dividends being much the smaller part. No doubt there is much "watered" stock, and a large allowance may be made therefor, without affecting the accuracy of the statement in the text.

the change, though it might affect particular localities favorably. Moreover, we are to consider that the question of the application of the cost standard to railroad charges arises for discussion and settlement after cities have been built, routes established, canals made and railroads constructed; and that the solution of the question may affect all these beneficially or otherwise to an extent that is beyond present calculation. We have not an unsettled country before us to plan and make laws for, whose people when they select their homes and places of business can calculate the result of existing rules and regulations upon the towns they build, or the industries they establish; but the towns already exist, and have been created at immense cost in view of advantages which were supposed to make them attractive and desirable as locations for trade and commerce; and their existing importance as the homes of great numbers of people, and as the centres of vast manufactures and immense exchanges, gives them claims upon the country and upon those who have in any degree the material interests of the country in charge, and gives them powers of defence also when assailed in the rivalry of business which are not to be overlooked or lightly regarded.

These several towns, it is true, came into existence under circumstances which may be different from those which now surround them: and in view of advantages, which in many cases have been rendered comparatively unimportant by subsequent improvements and inventions—as canal and river navigation in many parts of the country has been rendered unimportant by the invention of the locomotive and the iron road—but the towns themselves, their people and their business, remain as great and sturdy facts, which neither the country can overlook, nor the government of the country, nor any of its public agencies. The continued existence of these towns is to be assumed, and their welfare is to be calculated for when laws are made, or regulations having the effect of laws are established. It would be as inadmissible and as unjust deliberately to plan and arrange for the gradual destruction of a great city through the slow but certain annihilation of its business, as it would be to bring destruction upon it by fire or pestilence; and we are

[fol. 2483] not to contemplate with complacency an offence of that nature against organized society. While it is not the province of government to build up cities for its people, it is its plain duty to permit the cities the people built to live; and it should so shape its own action as to allow every town, as far as possible and reasonable, to avail itself of all its natural and acquired advantages in adding to the prosperity, happiness and comfort of the local community. This seems too plain and indisputable a proposition to be contested by any official authority or public agency.

In a certain sense railroad companies are public agencies, and in some degree they exercise powers which are *quasi* governmental. They make regulations for their business to which the general public are expected to conform; and these regulations are, in some respects, as important as the police laws established by the State itself. Among these are the regulations respecting charges for railroad service. According as these are heavy or light upon the traffic of a particular locality, its trade is likely to decline or prosper, and so dependent is commerce upon railroads that the growth of a town is likely to bear some proportion to the extent of its railroad facilities, and the liberality with which it is treated by railroad managers.

We should consider then what might be the effect of a strict application of the cost principle as between the competing Atlantic cities, say, for illustration, the cities of Baltimore and New York. Baltimore is now a large and prosperous city; it is the chief business centre of a territory larger than any one of the States, and millions of people find their business favored, and their prosperity and comforts enhanced by its existence. One of the most costly roads of the country, with extensive connections and feeders, has been created with almost exclusive regard to Baltimore business; and the road will prosper if the city prospers, and lose its importance if the city decays. A great number of private individuals and public and private corporations are interested in the stock and indebtedness of this railroad company, and would be subjected to embarrassment or suffering if it were to be forced into bankruptcy. For all these reasons the welfare of Baltimore

is a matter of national importance, and it is so connected with the trade of the interior that its existence modifies beneficially all the markets. But its relations to the foreign trade are also such as to render it important to the whole civilized world.

But New York has some most decided advantages over Baltimore, of which its people have availed themselves with great ability and energy. The growth of that city has not been checked by the marvelous prosperity of other towns, and its relative superiority in both foreign and domestic [fol. 2484] commerce has been substantially maintained. Though Baltimore is much nearer the grain fields of the West, New York still draws to itself much the larger share of the harvests, and it has done this in spite of the fact that, with temporary and unimportant exceptions, the differential rates have at all times been largely against that city. Suppose now that under an application of the cost principle the differentials could be abrogated; what would be the effect upon Baltimore? Would it deprive that city of the share in the trade of the country, which its location, its great expenditures and the skill and enterprise of its people have hitherto secured for it? Would it check the growth of the city, sap its prosperity, and bring ruin upon those everywhere whose business arrangements and investments have been made with a view exclusively or mainly to the trade of that city? And if so, would the result be one that the country could contemplate with satisfaction as the just result of the proper application of a sound principle, and that those having influence in railroad affairs could justly and properly plan for, labor for and shape their tariffs to accomplish?

On the other hand, suppose the strict application of the cost principle should be found to require that the differentials against New York should be doubled; would it be admissible to double them irrespective of all consequences to the trade and prosperity of that city? That these consequences might prove disastrous if the principle could be upheld and enforced, seems certain, for it would give advantages to the town most favorably located for cheap commercial intercourse for which the others could have no compensation. But this very fact—if there were no

other impediment—would render the application of the principle impossible. A great city possesses great powers of self-protection, and it must exercise them to the fullest extent when the need comes. Great railroad corporations cannot, in their rivalry with each other, accept principles of action which must necessarily impoverish them. If the Baltimore & Ohio Railroad would lose its business under the application of the cost principle as between it and the roads north of it, it must accept less returns upon its business, and it must continue the struggle even though no more than operating expenses be realized, rather than submit to destruction without an effort at self-preservation. This or something like it must be the inevitable result; for neither cities nor transportation companies can or will accept a principle which it can be seen in advance must build up some on the ruin of the others.

But when it comes to applying the cost principle to the several lines which serve the same city, it is at once perceived that the difficulties are insurmountable. The ap- [fol. 2485] plication must of course be made on estimates of probable results, and the estimates will have in view a percentage of profits which it is expected or hoped will be realized. But with four or more lines of very different length competing for the same business, it is evident that cost must have, when applied to their business, very different meanings. If the shortest and cheapest line makes its charges on a calculation of say ten per cent. profit, the longest and most expensive must conform to the charges, even though they be such as will insure no profit at all. One company may then carry at a cost which includes ten per cent. profit, another at a cost which includes say two per cent. profit, while a third barely pays its operating expenses and repairs, but still obtains the cost of moving the freight. Competition obliges the companies to take what they can get, and to satisfy the demands upon them from it; but when the cost standard is so uncertain and elastic that it may include profits when they can be earned, and must exclude them when they cannot be, it is evident that it cannot be a standard of general or just application. It is impossible that anything can be a governing principle,

which, in the nature of things, cannot have the same meaning to the several parties who are to be affected by its application.

That the cost to the roads themselves of moving their freights, irrespective of profits to shareholders, has much to do in determining the charges, is we think, unquestionable. It certainly must have influence so long as competition between lines exists, for the most economical line may fix rates on a consideration of what its favorable circumstances will enable it to endure, and all others must accept them whether they prove satisfactory or otherwise. One cheap line may thus give to a town the benefits of cheap transportation, not as an application of the cost principle, but because its favorable circumstances enable it to do so consistent with its own interests.

The idea was not put forward in any of the arguments that the application of the cost principle could be made universal, and that every railroad company should apply it in its own business as between the different kinds and classes of freight. The difficulty in doing this as a mere matter of accounting would be very serious; but there would be other difficulties which would be more important to the general public. The chief of these would be this that very many articles would not bear transportation for the very considerable distances for which they are now carried, if the charges upon them were graded strictly by the cost. If their bulk or weight is large in proportion to their value, they must be carried cheaply or they cannot be carried at all; and freights are therefore classified in the tariffs so that the lighter, but more valuable, articles [fol. 2486] are made to bear a burden out of proportion to the cost of carriage, in order that the roads which carry them may be enabled at the same time to serve the public in the exchange of articles and products whose value will not admit of like charges. Some discriminations of this sort are essential to enable railroads to answer the expectations and meet the needs of the public. It must often happen, also, that where two or more roads are competing for a particular business, one of them must carry what it gets of it without profit, and must find its profit elsewhere. If the competition under such circumstances leads

to the road carrying one kind of traffic at a loss, which is made up by an increase of burdens on the remainder, a wrong is done of which complaint may justly be made; but there is no inherent wrong to any one in a road conveying without profit, but also without loss, a business which it must accept on those terms or decline altogether.

THE PRINCIPLE OF COMPETITION.

If neither distance nor cost gives us the governing principle, we must next see whether we are to find it in competition. In nearly every other kind of business the competition of those engaged in it is the great regulator of charges, and the operation of natural and familiar laws of trade prevents extortion and brings about substantial uniformity. Will competition do this in the business of transporting property by rail? If so, is not the competitive principle the true principle? And will not the competitive principle make cost and distance elements in the determination of rates, and allow to each its just value, according to the circumstances?

We should be glad to feel able to give to these questions an unhesitating answer in the affirmative. We have found, however, in the course of our investigations, that a species of competition has prevailed from time to time which has brought satisfaction to few persons, if any, and which has resulted in inequalities and disorders greatly detrimental to trade. Such competition exists when the railroad companies, or those who are permitted to solicit business and to make contracts on their behalf, set out with the determination to withdraw freights from their rivals, and secure them for themselves, at all hazards, and regardless of gain or loss; and when acting upon this determination they throw to the winds all settled rates, and in the desperate strife for business offer any inducement in their power which will secure it. The country not long since had experience of such a season, and everywhere we listened to complaints of the injury which legitimate business suffered from it. It was said by parties interested in transporta- [fol. 2487] tion that the inauguration of such a strife put an end for the time to all possibility of calculating from

day to day what would be the cost of carriage, and what could be safely paid or wisely accepted for grain, provisions, or other articles, destined to another market by rail. The control of railroad rates, and, to a large extent, of all railroad business, then passed out of the hands of the legitimate and regular corporate managers into the hands of soliciters for fast freight lines and other agents, who made from day to day, and from hour to hour, such terms with those having business as would secure it, but generally made secret terms—that the bargain with one man might not prevent their driving a better bargain with another, as they might find opportunity. Under such circumstances persons were favored and localities were favored, when the object to be immediately accomplished seemed to require it—regardless of the just maxims of legitimate business, and of the rules of the common law, which enjoin upon common carriers that they shall deal with all customers upon principles of equity and relative fairness. Legitimate business, it was said, necessarily passes into an unsettled and speculative state while this condition of things exists; safe and close calculations are impossible; transportation becomes cheap, but neither producer nor consumer is certain to reap the profit, for the middleman cannot calculate upon steadiness in low rates, and as he takes the risk of their being raised upon him, so he is in the best position to appropriate the benefit while they continue. Meantime, railroad profits disappear, and dividends cease to be paid, to the great distress of thousands who rely upon them for their living; and every interest, in any degree dependent on railroad prosperity, must participate in the depression and disaster which accompanies the ownership of railroad shares.

The mere statement of these results is sufficient to show that this is not what in other business is known and designated as competition. Competition is the life of trade, but this is its destruction; competition brings health and vigor, and secures equality and fairness, but this paralyzes strength, and makes contracts a matter of secrecy and double dealing. In competition, the sound dealer, operating upon his own capital and upon well established credit, has the best chance of success; but in the sort of competi-

tion we have mentioned, it is found that the bankrupt corporation has the advantage, for its managers, having nothing to lose, may offer rates which solvent roads cannot meet without being dragged into bankruptcy with them. Railroad managers do not concede that this state of things is properly designated competition, but they speak of it as an unnatural condition of railroad hostility; as unreasoning railroad warfare; as competitive strife, [fol. 2488] rather than competition. It is a state of things that, like a war between nations, from its very destructiveness, cannot be a normal condition but must speedily terminate in peace or in disaster. It has usually been terminated by some common understanding between railroad managers upon a tariff of rates.

But this common understanding, it is urged, in some quarters, eliminates competition from the sphere of railroad business, and we escape the evils of competitive strife by embracing those of monopoly. This is denied by railroad managers, who insist that understandings respecting the reasonable management of their business are not only entirely consistent with competition, but that they are the only means whereby the excessive competition at some points can be prevented from operating oppressively at others. It is no doubt true that competition tends to produce some great inequalities, and that care ought to be taken to prevent this. It should never be forgotten that the transportation of property and persons by railroad is not exclusively a private business, but is carried on under franchises granted by the State, which confer upon the owners functions of a semi-public nature, and charge them with certain public duties. The railroad manager, operating under such a franchise, must harmonize the interest of his road with the public duty, and he cannot make self-interest the exclusive guide, as a merchant may, or a farmer. One of the chief of these public duties is to make only reasonable charges, and to regulate and apportion these among the customers of the road, on principles of equity and relative equality. But the operation of competition is perpetually in conflict with this duty; it is felt unequally along railroad lines; it will be active at points where several lines can compete; it will be moderate at

others where there is little to excite it, while at still others there can be no competition, because there is but a single road. But the capital of a railroad company is planted on a certain line; it must be made available to its owners there or nowhere; it cannot be removed when found unprofitable, as a merchant may remove his stock of goods; and the tendency of excessive competition is to cast upon the business of non-competing points a cost for transportation which puts them to great relative disadvantage, and in extreme cases may prove ruinous. The local traffic is likely to experience this result most severely, and the more completely any particular line occupies a territory, the more is the local traffic exposed to peril. The New York Central Railroad with no connections west of Buffalo, would be a mere local road, and must find remunerative returns upon all its immense investments from the local business; as a great through line, it is enabled to cast upon through traffic a part of the burden which local traffic must [fol. 2489] otherwise bear; but if under the stress of unreasonable and excessive strife for through freights that class of freights is carried at a loss, this loss must either fall upon the corporate shareholders, or it must be cast by the corporation upon the shippers of local freights. It must be assumed that railroad boards will always seek to so arrange their tariffs of rates as to secure a satisfactory net profit; and if a part of the business pays too little, the remainder may be made to pay too much. This is not a beneficial result of competition, or one consistent with the obligations of the railroad companies to the public. No one disputes or doubts that for the general public the business of transportation by rail is in the most desirable state when it is so conducted that the charges for moving property are distributed with relative equality over all the business, so that a moderate profit may be reaped from all, and the support of the road, and profits to its owners, not be exacted wholly or mainly from one portion of the business to the exemption of the remainder. But it is only when it is in that state that railroad companies are complying with their common law obligation as carriers. If they are sacrificing the interests of one class of shippers in the reckless strife to obtain the business of another, it is plain

that they cannot be dealing impartially or making charges which are relatively just. And certainly no city can be interested in having the trade which is nearest to it, and which is the trade of the people constituting its best and largest customers, sacrificed to the trade with the people at a distance, who deal with it much less.

It is a fact of which the railroad companies are entitled to the full benefit, that the charges for railroad service have steadily declined, even when the railroads have been so conducted as to avoid competitive strife. Mr. Poor, in his summary of railroad operations for the year 1881, prepared for his Manual, gives some striking figures on the subject of rates, and shows that within a quarter of a century the average charges for the transportation of property on three of the great railroad lines of the country have been reduced more than seventy per cent., and that the reduction has continued to go on until the present day.* Some of

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* "The internal commerce of the country, in all its vast magnitude, is a direct creation of our railroads, through the reduction they have effected in the cost of transportation. A good example of their method, and of its results, is afforded by the operations of the New York Central & Hudson River Railroad. In 1855, immediately after its consolidation, this road moved 670,073 tons of freight at a charge of $3,758,320, and at a cost of $1,539,912; the net being $2,215,408. The tons moved one mile equalled 114,827,793; the charge was 3.270 cents; the cost, 1.341 cents; the net, 1.929 cents per ton per mile.

"In 1881 the same road moved 11,591,379 tons of freight at a charge of $20,736,750, and at a cost of $14,913,213; the net being $5,823,537. The number of tons moved one mile equalled 2,646,814,098; the charge was .780 cents; the cost, .562 cents; the net, .218 cents per ton per mile.

"At the rate of 1855, the charge for moving a ton of wheat from Chicago to New York, a distance of 960 miles, was $31.39; in 1881, $7.51. The actual charge for the latter year for this kind of freight did not probably exceed $4 the ton—the charge for freight in bulk on the long haul being much below the general average. It is certain that each year the railroad charged the freight traffic over it all it would bear. It had to meet a most vigorous competition from every quarter. It had to meet the exigency of the farmers of the extreme West, so that the wheat grower, first on the Mississippi River and then the Missouri, nearly 2,000 miles in the interior, could send, at remunerative rates, his

the reasons for the reduction are traceable to competition [fol. 2490] and some not. The growth of railroad business has kept pace with the reduction of the charges upon transportation, and the two have acted and reacted upon each other as cause and effect. When the merchandise or products of one section of the country, for which there was a demand in another, would not bear transportation at existing rates, the railroads have been compelled to reduce the rates as a necessary condition to obtaining the property for carriage; and the reductions which are made in some cases from necessity are made in others from policy, because it is found that they stimulate industry, build up manufactures, and bring profits to the railroad companies

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produce to market, foreign as well as domestic. Charges for transportation had to be, as they always must be, in inverse ratio to distance, or a limit would soon be reached beyond which freight, from excessive cost, could not be moved. It is with railroads as with all other kinds of business, the charges and prices must be so graduated as to allow a profit on both sides, and they will always be so graduated. Charges have been reduced to rates that were believed to be impossible a few years ago. In 1872 it cost the New York Central 1.129 cents to move a ton of freight one mile. In 1881 it received only .783 cents for a similar service, or .346 cents less than the cost ten years before. Such is the history of railroad transportation, and such the methods by which the enormous tonnage, and with it the internal commerce of the country, now so colossal in its proportions, has been created. In its reduction of charges the Central Railroad only represents the entire system of the country. The New York, Lake Erie & Western Railroad, in 1855, moved 842,055 tons of freight at a charge of 2.424 cents, and at a cost of 1.155 cents per ton per mile. In 1881 it moved 11,086,823 tons at a charge of .805 cents and at a cost of .529 cents per ton per mile. Had it charged as much per mile in 1881 as it did in 1855, its receipts from freight would have been $47,101,811, in place of $5,473,313, the amount actually received. The Pennsylvania Railroad moved, in 1855, 365,006 tons of freight at a charge of 2.746 cents, and at a cost of 1.662 cents per ton per mile. In 1881 it moved 18,229,365 tons at a charge of .799 cents, and at a cost of .437 cents per ton per mile. Had it charged the same rates in 1881 as it did in 1855, its receipts for the past year would have been $73,195,832, in place of $10,801,089, the amount actually received. The charge in 1881 was .87 cents less than the cost of movement in 1872. The result of reduced charges is seen in the enormous increase of freight and of income—quantity making up for reduced rate of profits."

in the great increase of business which is thereby prepared for them. In all these cases the common interest of railroad companies requires that they should yield to any public demand for the reduction of rates so long and so rapidly as they find they can do so with justice to their shareholders; and they have generally found that the net results were such as from a selfish standpoint would fully justify the reductions. Common understandings between railroad companies in many such cases might tend to [fol. 2491] equalize and steady the rates, but would be grossly impolitic and unreasonable if they were directed to the maintenance of such freight charges as would operate as a check upon transportation, and thereby reduce their own net revenues.

But there are influences bearing upon the charges for the transportation of property which are beyond the reach of the railroad companies altogether, and which no combination among them can control. The transportation of the products and merchandise which the different sections of the country exchange with each other is only in part in railroad hands, and the carriers by rail are at all times subjected to a competition which is not only active and vigilant, but is possessed of some most important advantages. It will readily be inferred that we allude here to the carriers by water. For the whole distance from Chicago to New York the owners of boats on lake and canal are bidding against the railroads for freights. Much of the time they are offering rates which the railroads cannot meet without loss, and during the season of water carriage they would take away from the railroads nearly all the heavy freights, if it were not that the more rapid transit by rail has some advantages of which shippers find it for their interest in many cases to avail themselves. But even with these advantages the railroads find themselves compelled to make their charges approximate the charges of carriage by water, or the great bulk of heavy freight will inevitably take the water route. Thus the competition by water operates in reduction of railroad tariffs, and no understanding among railroad managers can prevent it. When the Erie Canal is closed for the winter the railroad companies are enabled to advance their charges; but even in the winter they feel

the competition of the water route; for excessive charges will not be paid, but grain, flour, provisions and other heavy articles, instead of going forward by rail at what seems to shippers extortionate rates, will be placed in store until the water route is again open. Nor is the competition with the water route felt exclusively by the roads to New York; for unless the seaports to the south afford better markets for western products than is found at New York, which they seldom or never do, the roads leading to them will be cut off from carrying these products if their charges are made to exceed the charges to New York. The favorable influence of the water route upon rates is therefore felt all the way to the Ohio and the Potomac, and the maximum of rates is fixed for all the roads by the roads to New York, with which the water route comes most directly and immediately into competition.

Under the competitive principle, a maximum of rates is thus established, and the railroad companies cannot prevent [fol. 2492] it, whatever may be their desire. But distance, cost and many other circumstances may then come in to force still lower rates on the lines to the cities south of New York. If it is found that the roads leading to Baltimore will not obtain a reasonable share in the business without offering better rates than are given to New York, such rates will certainly be offered. They will submit to the rates which give the business to other cities only until the trial proves the prejudicial operation. And when they reduce their charges it will be optional to the New York roads to follow the Baltimore lead, and they may no doubt be relied upon to do so if their interests appear to require it.

But another most important factor in regulating freight charges is the export trade.

The prices of the leading American products, in the carriage of which the railroads compete most actively, are fixed in European markets. These products should net to the producer in the American market the foreign price, less reasonable charges for transportation and handling; and he is interested in having the trade open to the competition of as many buyers, and the transportation to that of as many carriers as possible. Of the Atlantic cities which

compete for this trade Baltimore and Philadelphia are nearest to the producer, but New York and Boston are nearest to the foreign market. Much is shipped to each of these cities for home consumption, but the major part of all that they receive is destined to a foreign market. Some of it passes from Western towns on through bills of lading to foreign ports, but the most of it is consigned to the merchants of the Atlantic cities, and is reshipped by them. Except at Boston, it has been found impracticable to distinguish between that intended for home consumption and that for foreign shipment; and, therefore, no discrimination in freight charges is attempted, but all is charged as if destined to a foreign market. But when so treated, the Atlantic cities become merely so many points on so many through routes between the interior of the country and the European ports, and the charges on shipments must regard the whole lines and not parts of them merely. On these several through lines, competing for the same business between the same interior American towns and the foreign ports, the whole charges, if the routes are equally favorable, must be substantially the same, or the one giving the best rates would obtain the business. The question of ocean rates must, therefore, have an important bearing on the inland rates; for if the ocean rates are greater from Baltimore to foreign ports than from New York to the same ports, the inland rates to Baltimore must necessarily be lower, or Baltimore will be excluded from the trade. Turning our attention, then, to the ocean freights, we find [fol. 2493] that during the year 1881, from Baltimore to Liverpool by steam and sail, they averaged nearly three cents per hundred pounds greater than from New York, and from Philadelphia nearly two cents greater. This is not conclusive of what they might be in another year, but it is indicative of a general condition of things. Besides this advantage in the ocean freights the New York route has a further advantage in the somewhat greater expedition. If, therefore, the railroads to Baltimore and Philadelphia were to charge for the inland carriage the same that is charged to New York, they must do so with the certain result of losing their present participation in the export trade. They must, therefore, of necessity, make

their average inland rates at least as much lower than the inland rates to New York as will offset the differences in the ocean freights. This follows under the sway of competition from the same necessity which forces upon two merchants trading side by side in the same articles a concurrence in the same prices. Attempts by agreement or otherwise to counteract this law of competition would be of little avail, and of no avail whatever for any great length of time. All the leading articles of eastern bound freight would be affected by this principle, and this would be so large a proportion of the whole as to govern the charges on all.

The differentials then appear to us to find their reason in competitive forces. A brief reference to their history will show that compact has not succeeded in controlling them. In 1869 there was an agreed difference in favor of Baltimore in the rates for the transportation of grain, of ten cents per hundred pounds. But the effort to sustain this difference led to a war of rates, as a result of which it was reduced one-half. This lesser difference was maintained until 1876, when an agreement was entered into by the Trunk Line roads which based the rates on relative distances. But at the end of a month and a half the New York roads withdrew from this agreement, being satisfied that its operation was prejudicial to their interests. Then followed another war of rates, ending after a long struggle in the differentials now existing. The war of rates of 1880 was entered into to get rid of them, but it proved ineffectual, as before stated. They appear, therefore, to abide the tests of competition, and they have come, as prices generally do, under the exigencies of trade.

But it is, of course, possible that differentials may be just at one time and unjust at another; and it is insisted on behalf of New York that, whatever may have been the case heretofore, the existing differentials are no longer just to that city, and are no longer such as would result from a competition not hampered and restrained by railroad combinations. For evidence of the injustice, we are [fol. 2494] referred to statistics which show that the growth of Baltimore and Philadelphia trade, especially in grain and provisions, has in late years gained rapidly on that of

New York. This, it is said, is proof that the differentials operate against New York interests, and the New York roads ought to abolish them by reducing their own rates until they conform to the rates on the lines leading to Baltimore and Philadelphia. This, it is insisted, is what fair competition requires.

It might, perhaps, be a sufficient answer to this demand, that the attempts heretofore made to force equality of charges, though long persisted in, with no small loss to the participants, proved unavailing. But passing that fact without further remark, we direct our attention to the evidences that New York has suffered from the differentials. These we have not found of much weight. It is certainly true that Baltimore and Philadelphia have now a larger share in the grain and provision traffic than they had fifteen years ago; but it remains to connect the fact with the existence of the differentials. For a long time New York nearly monopolized that trade; but the reasons were obvious in its better channels of communication with the interior, and its greater preparations to accommodate it. When Baltimore and Philadelphia had extended their railroad systems, so as to compete for the trade, and had provided elevators and other conveniences, they immediately took a share in the business; not because of the differentials, but because they were then prepared for it. But no evidences were produced before us that the Philadelphia and Baltimore business, to which the differentials are applicable, is now increasing more rapidly in proportion than that of New York, or that the growth of New York business is to any extent checked by them. On the contrary, there is abundant evidence that New York is fully maintaining its present lead, and that its trade is enjoying a growth so healthy and vigorous, that its commercial classes can well afford to regard, without envy or regret, the prosperity of other places, and may well concede to them, without repining, all the advantages which have come to them as a result of competitive efforts. The accompanying note will show the relative proportion of the total receipts of grain and flour at the four Atlantic ports which was received at each, and it will appear from the figures, that New York,

during the last eighteen months, has gained on the others.* How far ephemeral causes have contributed to this gain [fol. 2495] we cannot know, but it is manifest that the evidence that New York suffers from the differentials does not yet appear.

As the interior is interested in the subject of differential rates, and as the sharpest competition in freights is encountered there, so that its commercial classes are in favorable position to judge of the forces affecting them, it has seemed to us no weak evidence of the justice and necessity of the differentials that the preponderating sentiment in the interior was strong and decided that the differentials were just. There was, indeed, some dissent, but this was the prevailing view.

In our discussion thus far, we have had but little to say of the case of Boston, or of the westward bound freights. As to the latter, some of the considerations above mentioned would not apply, but the differences are not sufficient, as we think, to relieve New York westward bound freights from the differentials. We were not invited by the commercial organizations of Boston to visit that city, and we refrained for that reason from doing so. We have reason to suppose that the seeming want of interest in Boston in the subject referred to us was due to the fact, that no one seemed disposed to make any controversy in respect to the rates to that city. Boston claims the same rates with New York on the export trade, and the other cities do not appear inclined to contest the claim. This makes the charges less on foreign bound freights than upon those delivered in Boston and other New England towns for home consumption; and to that extent works an apparent injustice. If the low charges on foreign bound goods have the effect to increase the charges on freights for home consumption, it is

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	1878.	1879.	1880.	1881.	6 mo. 1882.
*New York	56.	52.6	53.5	56.5	62.9
Boston	10.	10.6	11.7	14.3	16.8
Philadelphia	16.7	15.3	15.6	11.7	11.6
Baltimore	17.3	21.5	19.2	17.5	8.7
	100.	100.	100.	100.	100.

an injustice in fact; but if not, and the Boston roads consent to carry at the low rates as a necessary condition to participation in the foreign trade, the other cities cannot well contest their right to do so. As the ocean freights from Boston correspond very closely to those from New York, the principle already stated is applicable; and we have no occasion to consider the case of Boston separately.

CONCLUSION.

It only remains for us to state that no evidence has been offered before us that the existing differentials are unjust, or that they operate to the prejudice of either of the Atlantic seaport cities. Differential rates have come into existence under the operation of competitive forces; they bear some relation to relative distance and relative cost of service; they recognize as we think the relative advantages of the several seaports; and they are subordinate to the great principle which compels the carriers of property competing between the same points and offering equal facilities to their customers, to make the same rates. We therefore cannot advise their being disturbed.

[fol. 2496] But we do not assume that the rates which are just to-day will be just indefinitely. They have become established by the force of circumstances, and they ought to give way if future circumstances shall be such as to render it right and proper. They constitute a temporary arrangement only; equitable, as we think, for the present, but which may become inequitable before the lapse of any considerable time. Whenever they shall be found to operate unfairly, and to give a force or unnatural direction to trade, and whenever it shall appear that they tend to deprive any one of the seaports affected by them of the proportion of business that would naturally come to it under the operation of normal competition, the want of equity in the rates will appear, and it will be right to modify, or, perhaps, abolish them.

Railroad problems assume such different phases from year to year, and almost from day to day, that those who have authority in railroad matters may justly be expected and required to give their earnest attention and best efforts to making their franchises accomplish the great ends of

equal, fair, prompt and beneficial accommodation which was intended in their grant. And those ends they should have in view in determining upon the continued existence of differential rates. Their observation of the general course of traffic from day to day and from month to month ought to enable them to determine whether the differentials are too large or too small; whether they are influencing trade unfairly and unnaturally; and whether they operate as an improper restraint upon competition; and when the improper effect is discovered, they ought to correct the wrong without hesitation or delay. To enable them to judge fairly and with full understanding, accurate statistics of their business should be kept by each of them, and submitted to the others or kept in some common office; and these statistics ought to be periodically given to the public also. Publicity is a great corrector of imaginary evils, and may be an important preventive of evils, both imaginary and real.

We do not assume or believe that there exists in railroad official circles any legitimate authority to determine the question of rates arbitrarily. Large powers of self-government have, undoubtedly, been left by the law in railroad managers, but all their authority is qualified by duty to the public; and it cannot be too often or too pointedly asserted that the obligation on their part to serve the public with relative fairness is of perpetual force. In their future dealings with the important question which has been the occasion for our coming together, the great Trunk Lines should be particularly careful to give no occasion for just complaint, that they subject any one of the seaboard cities to the operation of arbitrary or unfair regulations or [fol. 2497] charges, or that they fail to observe towards any one of them, or towards the people trading or desiring to trade with them, the mandate of the common law—to deal justly and distribute fairly the benefits and burdens which are incident to their occupation.

ALLEN G. THURMAN,
E. B. WASHBURNE,
THOMAS M. COOLEY.

New York, July 20, 1882.

[fol. 2498]

I.C.C. Exhibit No. 2

This statment is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation as a witness.

I&S Docket No. 6615

Equalization of Rates at North Atlantic Ports

Verified Statement of Arthur J. Crookshank

My name is Arthur J. Crookshank. I am Director of Rates, Freight Sales and Service Department, of The New York Central Railroad Company, with headquarters at 466 Lexington Avenue, New York 17, N. Y. I have been with the New York Central Railroad and its affiliated lines for over 37 years. I have served in various capacities in the Freight Sales and Service Department and attained my present position when it was created, January 1, 1956. My functions in recent years have had to do with the establishment of rates, and I am familiar with the rates and the policies pertaining thereto of the New York Central System.

The matter of providing for the Baltimore basis of rates on import and export traffic at North Atlantic ports New York and north by the interested rail lines was first presented for consideration by the Eastern Traffic Executive Committee in June 1955.

[fol. 2499] Following subsequent consideration, the Eastern Traffic Executives by a majority vote concluded not to approve equalization.

Notice of intention to proceed with equalization was served upon Chairman E. V. Hill under the rail lines'

established procedure under date of April 4, 1956, by the Boston and Maine Railroad; The Delaware and Hudson Railroad Corporation; The Delaware, Lackawanna and Western Railroad Company, Erie Railroad Company; Grand Trunk Railway System—Lines East; Lehigh Valley Railroad Company; The New York Central Railroad Company; The New York, New Haven, and Hartford Railroad Company; New York, Ontario and Western Railway Company (Louis D. Freeman, Trustee); and the New York, Susquehanna and Western Railroad Company.

Tariffs providing for equalization were published to become effective July 10, 1956, via routes in connection with rail lines joining in the announced publication.

Simultaneous publication was made by certain lines operating at ports New York and south via routes in connection with rail lines joining in maintaining the differentials.

It is important to note that the majority of rail lines not serving the affected ports refrained from joining either group of rail lines while certain other lines, in order to remain competitive, joined in both equalization and the maintenance of the existing differentials, and all of the affected tariffs were suspended in I&S Docket 6615.

[fol. 2501] In this initial step providing equalization, publication was made in connection with rail lines joining therein in those tariffs which provided specifically for import and export rates from and to the ports of Boston, New York, Philadelphia and Baltimore on the heretofore recognized port differential basis to and from C.F.A. including I.F.A. territories in the so-called 60% area and west. A complete list of all the North Atlantic port stations involved in this adjustment is in my Exhibit No. —— (AJC 3). Eventually, equalization is intended to cover all territory to and from which the differentials have been maintained on import-export traffic.

Rail traffic statistics showing the volume of import and export traffic, except to the limited extent outlined later, are not available showing rail participation in the total volume of tonnage on import and export traffic handled to and from the ports affected in this proceeding.

A series of exhibits have been prepared from statistics titled Waterborne Commerce of the United States, issued by the Department of the Army, Corps of Engineers, as follows:

Exhibit No. —— (AJC 4).

The total volume of *import tonnage* handled at North Atlantic ports showing separately petroleum products and iron ore for 5-year intervals 1923 to 1943 and annually thereafter.

[fol. 2502] Exhibit No. —— (AJC 5).

A graph comparing the percentage of combined volume handled at New York, Albany, Boston and Portland as shown in Exhibit No. —— (AJC 4) to the percentage of the total volume handled at North Atlantic ports.

Exhibit No. —— (AJC 6).

The total volume of *export tonnage* handled at North Atlantic ports showing separately coal and grain for 5-year intervals 1923 to 1943 and annually thereafter.

Exhibit No. —— (AJC 7).

A graph comparing the percentage of combined volume handled at New York, Albany, Boston and Portland as shown in Exhibit No. —— (AJC 6) to the percentage of the total volume handled at North Atlantic ports.

Exhibit No. —— (AJC 8).

The total volume of *import tonnage* handled at North Atlantic ports compared with total volume handled at all U. S. coastal ports for 5-year intervals 1923 to 1943 and annually thereafter.

Exhibit No. —— (AJC 9).

A graph comparing the percentage volume handled at North Atlantic ports as shown in Exhibit No. —— (AJC 8) to the percentage of total volume handled at all U. S. coastal ports.

Exhibit No. —— (AJC 10).

The total volume of *export tonnage* handled at North Atlantic ports compared with total volume handled at [fol. 2503] all U. S. coastal ports for 5-year intervals 1923 to 1943 and annually thereafter.

Exhibit No. —— (AJC 11).

A graph comparing the percentage volume handled at North Atlantic ports as shown in Exhibit No. —— (AJC 10) to the percentage of total volume handled at all U. S. coastal ports.

I should explain that the Army Engineer figures, which are the basis of several of the exhibits I shall now discuss, were used because they are the only available figures showing import and export tonnages at the ports over the years. Rail figures are not available for a period long enough to establish the trends which will become apparent from a study of the exhibits I now describe. As will be seen, the trend of import and export traffic through the ports New York and north has been downward, and the movement of this traffic from and to the ports Philadelphia and south has shown substantial increase. Rail figures as far back

as available tend to substantiate these trends for the ports New York and north. Where reference is made to Hampton Roads it should be understood as covering the ports Newport News and Norfolk, Va.

I shall first discuss my Exhibit No. —— (AJC 4). First, it shows the total volume of import tonnage beginning in 1923 and extending through 1955 separately for the ports of Portland, Boston, Albany, New York, Philadelphia, Baltimore, and Hampton Roads with the combined tonnages of the first four ports named compared with the combined [fol. 2504] tonnages of the last three ports and, in the final column, the combined tonnages of all seven ports with the percentage relationship of tons handled at these ports with the total tonnage.

It will be noted that in all instances the traffic handled at these ports has increased substantially since 1923.

Secondly, it shows the tonnages on petroleum products separately for the reason that rail lines participate in little, if any, of that tonnage beyond the ports.

The next group of statistics are the separately stated figures on iron ore and concentrates, shown for the purpose of indicating that practically all of this traffic is imported through the ports of Philadelphia and Baltimore.

An additional reason for showing the import iron ore and concentrates statistics separately is the fact that they differ from the petroleum products, which have little or no rail haul beyond the ports, in that some of the imported iron ore and concentrates are known to move by rail to the affected territory. The Philadelphia tonnage does not include iron ore and concentrates which were received at the Fairless Steel Plant located in Fairless, Pennsylvania, because that point is not subject to the Philadelphia rate basis. The Baltimore figures, however, include import iron ore delivered to the steel facility located at Sparrows Point, Md., which is subject to the Baltimore rate basis.

A further reason for showing the import iron ore separately is the fact that movement of this commodity through the ports north of Philadelphia is practically nil and it portrays a constant, ever-increasing volume of a single heavy-loading commodity upon which the railroads serving the ports of Philadelphia and Baltimore can rely for a rail haul.

[fol. 2505] On page 3 of this exhibit are shown the total imports through the respective ports and the group comparisons as heretofore pointed out, excluding petroleum and iron ore. It can be readily seen that Portland and Boston have diminished in total tonnage through the years 1923 through 1955. Albany, although the total tonnage is small, has increased substantially throughout this period. New York and Philadelphia have, during this period, shown a nominal increase in total tonnage. On the other hand, Baltimore and Hampton Roads have shown outstanding increases. The total tonnage for the four northernmost ports was approximately the same in 1955 as it was in 1923, whereas the total tonnage for the three ports to the south of New York has more than doubled.

My next exhibit, identified as No. —— (AJC 5), is a graph which portrays the percentage relationship of the total traffic through the so-called four ports New York and north as related to the percentage of imports through the so-called three ports Philadelphia and south. This graph shows that the volume of total import tonnage of all commodities handled at the ports of New York, Albany, Boston, and Portland has declined from 61% in 1923 steadily downward to 46% in 1955; excluding petroleum products from 62% in 1923 to 31% in 1955; and excluding petroleum and iron ore from 72% in 1923 to 55% in 1955.

[fol. 2506] My next exhibit, identified as No. —— (AJC 6), shows statistics of the total volume of export tonnage handled at the primary North Atlantic ports in net tons for the period 1923 to 1943 in five-year intervals, and from 1943 through 1955 for each year. It also shows separately the net tons of coal and the net tons of grain exported at these ports for the same years.

It was deemed advisable, due to the preponderance of coal that is exported at the Hampton Roads ports, with Baltimore and Philadelphia following in importance and in that order in the exportation of coal, to state the tonnages for this commodity separately. Similarly with grain, where the preponderance is exported at Baltimore with Philadelphia occupying the next position of importance in quantities exported.

The final tabulation shows the total net tonnage of commodities other than coal and grain which were exported at the same North Atlantic ports.

It may be observed from the statistics in the final table, which excludes from consideration the heavy loading bulk commodities coal and grain which move in preponderance through Hampton Roads, Baltimore and Philadelphia, that Portland, Boston and Albany have, tonnage-wise, about held their own through the years; New York has lost ton- [fol. 2507] nage steadily with the spectacular growth in tonnage being registered by Baltimore and Hampton Roads. Philadelphia, while losing slightly in percentage position, has retained a fairly stable tonnage.

An important observation should be made in connection with the second table in Exhibit No. —— (AJC 6) which shows the total net tons of coal exported through the North Atlantic ports. This tonnage can be considered tied to the rail lines that serve the ports through which it moves in large quantity by reason of proximity of the fields of origin to the respective ports, and also for the reason that it is a heavy loading bulk commodity moving usually in train load lots and therefore not subject to the competition of other modes of transport. It can be characterized as a cash commodity to the railroads serving Hampton Roads, Baltimore and Philadelphia.

Exhibit No. —— (AJC 7) is a graph upon which were plotted the percentages of the total volume of export tonnage through the North Atlantic ports shown in Exhibit No. —— (AJC 6) which moved from the four ports Portland, Boston, Albany, and New York for the respective years. This graph shows that the volume of total export tonnage of all commodities handled through these four ports has declined from 52% in 1923 to 19% in 1955 and excluding coal and grain from 74% in 1923 to 62% in 1955. [fol. 2508] My next exhibit, identified as No. —— (AJC 8), shows the total import tonnage handled at the North Atlantic ports Portland, Boston, Albany, New York, Philadelphia, Baltimore and Hampton Roads, and compares such tonnages with (1) the total import traffic handled at all the seven named ports, and (2) the total import tonnage handled at all United States coastal ports.

The purpose of this exhibit is to compare the tonnage imported through North Atlantic ports with the total tonnage imported through all United States coastal ports. It also compares the four ports with the three ports, and it will be observed that the greatest increase in tonnage is through the ports of Philadelphia, Baltimore, and Hampton Roads.

My next exhibit, identified as No. —— (AJC 9) relates the import tonnages shown in my Exhibit No. —— (AJC 8), handled through North Atlantic ports in percentages of the total tonnage handled through all United States coastal ports for the period 1923 through 1955.

It shows that the total volume of tonnage handled through the seven North Atlantic ports has increased from 61% of the total handled through all United States coastal ports in 1923 to 71% in 1955. For the four ports of Portland, Boston, Albany, and New York, the percentage amount has decreased from 37% in 1923 to 32% in 1955, and for the three ports of Philadelphia, Baltimore, and [fol. 2509] Hampton Roads, the percentage increased from 24% in 1923 to 39% in 1955.

My next exhibit, identified as No. —— (AJC 10), shows the total export tonnage handled at the North Atlantic ports Portland, Boston, Albany, New York, Philadelphia, Baltimore, and Hampton Roads and compares such tonnages with (1) the total export traffic handled at all the seven named ports and (2) the total export tonnage handled at all United States coastal ports.

The purpose of this exhibit is to compare the tonnage exported through North Atlantic ports with the total tonnage exported through all United States coastal ports. It also compares the four ports with the three ports, and it will be observed that the tonnage handled through the four ports of Portland, Boston, Albany, and New York decreased 1955 under 1923 approximately one million tons, whereas the total for the three ports of Philadelphia, Baltimore, and Hampton Roads increased from 10 million tons in 1923 to 43 million tons in 1955; that the total for the seven North Atlantic ports increased from 22 million in 1923 to 54 million in 1955; and the total tonnage through

all United States coastal ports increased from 45 million tons in 1923 to 95 million tons in 1955.

My next exhibit, identified as No. —— (AJC 11), relates the export tonnages shown in my Exhibit No. —— (AJC 10) handled through North Atlantic ports in percentages of the total tonnage handled through all United States [fol. 2510] coastal ports for the period 1923 through 1955. It shows that the total volume of tonnage handled through the seven North Atlantic ports has increased from 48% in 1923 to 56% in 1955. For the four ports of Portland, Boston, Albany, and New York, the percentage amount has decreased from 25% in 1923 to 11% in 1955, and for the three ports of Philadelphia, Baltimore, and Hampton Roads, the percentage has increased from 23% in 1923 to 45% in 1955.

My Exhibit No. —— (AJC 12) covers a compilation of through rail-ocean distances between principal world ports and I.C.C. Docket 28300 base points in the states of Ohio, Indiana, Lower Michigan, Illinois, and Southern Wisconsin, and also base points in the states of Iowa and Missouri on or in proximity of the Mississippi River. The rail distances reflect the averages from all of the I.C.C. Docket 28300 base points to and from the ports named. The ocean distances were taken from U. S. Navy Hydrographic Office —H. O. No. 117—1943, which are stated nautical miles. They have been converted to statute miles by multiplying the nautical miles by a conversion figure of 1.151.

It will be observed there is very little difference in the average distances to and from the foreign points named regardless of the port through which the mileage is applied. This matter, however, has little real significance by reason of the fact that, in many instances, a steamship line sailing from a North Atlantic port touches at one or more of the [fol. 2511] remaining ports before final sailing for the foreign destination or destinations.

This completes my presentation of general statistics derived from other than rail sources. The data thus far presented is intended to serve as an over-all background of the total tonnage moving in foreign commerce through the affected ports for the purpose of making such comparisons as might be considered proper and pertinent when

related to the total volume of foreign commerce moving in rail service to and from the affected territory from and to the ports involved when made available in this proceeding. It should be obvious that without complete data as to the rail tonnage through the several ports affected that it would be impossible at this time to properly evaluate the relationship of the volume of traffic moving in rail service, one port compared with another.

There remains one other source of rail statistics on export traffic, which is PT Report No. 6-A, issued by the Association of American Railroads. This report is compiled from statistics furnished the A.A.R. by the individual railroads serving the ports. It covers all carload export traffic other than coal and coke with a separation as to general traffic and grain. These reports are available as far back as 1939, and pertinent extracts from these reports are reproduced in my Exhibit No. —— (AJC 15).

[fol. 2512] Certain observations can be made concerning these statistics. The combined volume through the four ports Portland, Boston, Albany and New York of export carloads on other than grain is 338,847 cars for the year 1946. The comparable combined volume for the three ports Philadelphia, Baltimore and Hampton Roads is 127,223 cars, making a total of 466,070 cars through these seven ports. Similar combinations for the year 1951 result in total cars through the four ports of 227,861, and through the three ports 92,754, or a total of 320,615 cars through the seven ports. Similarly, for the year 1956 the combined cars of export unloads at the four ports total 196,450, and at the three ports a total of 101,776 for a total of 298,226 cars at the seven ports. From these combined figures it can be computed that in 1946 the four ports New York and north accounted for 72.7 percent of the total export cars unloaded at the seven North Atlantic ports. In 1951 the four ports accounted for 71.1 percent, and in 1956, 65.9 percent of the total cars through the seven ports.

[fol. 2513] Making similar computations for the separately stated cars of grain unloaded at these North Atlantic ports in export movement, the four ports in 1946 handled 16,312 as against 55,152 handled through the three ports,

and a total of 71,464 cars through the seven ports. In 1951 the four ports accounted for 26,211 cars and the three ports 70,002, for a combined total of 96,213 cars through the seven ports. In 1956 the four ports accounted for 38,594 cars, and the three ports 94,275 cars for a total of 132,869 cars through the seven ports. It can be computed from these combined figures that in 1946 the four ports Portland, Boston, Albany and New York accounted for 22.8 percent; in 1951, 27.2 percent; and in 1955, 23.2 percent of the carloads of grain exported through the seven North Atlantic ports.

Combining these figures of general traffic (except coal and coke), and the grain figures, in the same manner as above, the four ports Portland, Boston, Albany and New York in 1946 accounted for 355,159 cars of export traffic. The three ports Philadelphia, Baltimore, and Hampton Roads accounted for a total of 182,375 cars, and the combined total for the seven ports was 537,534 cars. In 1951 a similar combination gives a total of 254,072 cars of export traffic through the four ports, 162,756 through the three ports, and a total of 416,828 cars through the [fol. 2514] seven ports. In 1956 the corresponding figure for the four ports is 235,044, for the three ports 196,051, and a total for the seven ports of 431,095. From these basic combined figures it can be determined that in 1946 the four ports handled a total of 66.1 percent of the export cars unloaded at the seven ports. In 1951 the four ports accounted for 61 percent of the total through the seven ports, and in 1956 the four ports accounted for 54.5 percent of the export carload business.

The observation to be made from the above computations is that while total grain shipments through the four ports increased in a proportion larger than shipments of grain increased through the three ports of Philadelphia, Baltimore, and Hampton Roads, the grain shipments were not in such proportion to total shipments through these ports as to alter the downward trend of total traffic through the four northern ports as established by the several exhibits heretofore discussed.

If the coal tonnage shown in the second table on my Exhibit No. —— (AJC 6) were included in the PT Reports

No. 6-A, it would change materially the percentages of total cars handled through the three southerly ports Philadelphia, Baltimore, and Hampton Roads in relation to the total cars handled through the seven North Atlantic ports.

[fol. 2515] My next two exhibits, identified as Nos. —— (AJC 13 and 14), are still general in nature, being the combined results of traffic studies made by the Delaware, Lackawanna and Western Railroad; the Erie Railroad; the Lehigh Valley Railroad; the New York Central Railroad; the New York, New Haven and Hartford Railroad; the Boston and Maine Railroad; and the Grand Trunk Railway System of import and export traffic handled by these railroads to and from the affected territory and moving through the ports New York and north thereof for the period August 1955 through July 1956.

These exhibits are introduced to show the commodities currently moving in foreign commerce to and from the affected territory.

It should be borne in mind that the statistics presented in these two exhibits are not the complete figures covering import and export traffic moving by rail through the ports shown in that they cover only the traffic of the railroads named in connection with each port.

I shall now discuss the results of the traffic study conducted under my direction dealing with the ports of Albany, Boston, and New York in that order.

ALBANY, NEW YORK

During the period August 1, 1955, through July 1956 the New York Central handled 143 tons of edible flour and 400 tons of wood pulp, for a total volume of 543 tons of import traffic to the affected territory. The tonnages [fol. 2516] reported for the port of Albany are for the account of the New York Central Railroad only.

On export traffic, the New York Central handled through the port of Albany for the period August 1, 1955, through July 1956 a total of 141,145 tons from the affected territory, of which 140,990 tons constituted grain. The remaining tonnage of grain which moved through the port of Albany during this period via rail was handled by the

Delaware and Hudson Railroad. By reference to my Exhibit No. —— (AJC 15) it is readily apparent that while Albany has improved its position generally in relation to the volume of grain handled through the ports of Portland, Boston and New York, the opposite is true with respect to the volume of grain handled through the ports of Philadelphia, Baltimore, and Hampton Roads.

It should be apparent from the small volume of import and export tonnage handled by the New York Central for the 1955-1956 period that the relief granted by the Interstate Commerce Commission in Docket 26860, according the port of Albany the Philadelphia basis of rates, was insufficient to overcome the obvious disadvantage of Albany, New York, as an inland port and that rate equality with the lowest North Atlantic port is essential if the port of Albany is to develop in the future.

[fol. 2517] To and from the important traffic-producing areas in the northern part of Central territory, the rates applicable on import and export traffic moving on class or exceptions rates are the domestic rates.

BOSTON, MASS.

Import tonnage handled by the New York Central through the port of Boston for the period August 1, 1955 through July 1956 to affected territory amounted to 151 cars or 2,999 tons, and to unaffected territory 1,131 cars or 30,057 tons.

The tonnage moving to affected territory consisted of miscellaneous commodities. To the unaffected territory 328 cars or 6,703 tons consisted of agricultural products, n.o.s.; 162 cars or 7,595 tons of manufactured iron and steel articles, and 154 cars or 2,432 tons of scrap paper and rags, the balance consisting of miscellaneous commodities.

In 1951 the New York Central handled through the port of Boston 239 cars or 4,841 tons to affected territory, and 1,389 cars or 33,910 tons to unaffected territory.

The tonnage moving to affected territory consisted of miscellaneous commodities. Out of the total of 1,389 cars or 33,910 tons to unaffected territory, 852 cars or 18,575 tons consisted of agricultural products, n.o.s. Export ton-

[fol. 2518] nage handled by the New York Central through the port of Boston from the period August 1, 1955 through July 1956, from affected territory, amounted to 3,293 cars or 180,809 tons and from unaffected territory 1,389 cars or 67,477 tons.

Of the total volume of export tonnage handled from the affected territory, 3254 cars or 179,639 tons consisted of grain. Of the total volume of export tonnage handled from unaffected territory, 935 cars or 51,396 tons consisted of grain.

Excluding grain, the small volume of remaining traffic from affected territory of 39 cars, or 1,170 tons, consisted of miscellaneous commodities. Of the remaining volume after excluding grain from unaffected territory, amounting to 454 cars or 16,081 tons, 200 cars or 9,433 tons consisted of scrap iron and steel.

We have not been able to make a segregation as between the affected and unaffected territories of the export traffic handled by the New York Central for the year 1951. Our total volume of export traffic for that year amounted to 2,863 cars, or 145,160 tons.

[fol. 2519] Of the total volume of export tonnage handled, 2,498 cars or 134,979 tons consisted of grain. Of the remaining volume after excluding grain the New York Central handled 157 cars or 1,956 tons of machinery, 84 cars or 3,555 tons of abrasives, the balance consisting of miscellaneous commodities.

Our study with respect to both import and export traffic handled by the New York Central through the port of Boston has developed that as to the tonnage moving to and from the affected territory that this port is not and has not been a material factor in the import or export trade.

Referring to my Exhibit No. —— (AJC 15), an analysis of the grain movement through the port of Boston indicates that this port has never been utilized to the extent that its facilities will accommodate. Its small participation in the amount of grain handled in comparison with the volume of grain being handled through the other North Atlantic ports, in particular its relationship to the ports having a rate advantage, demonstrates forcibly the effect of this differential and the need for its elimination.

[fol. 2520] NEW YORK, N. Y.

The results of the traffic study for the years 1946, 1951, and the period August 1, 1955, through July 1956, disclosed total movements to the affected territory on import traffic for the years 1946 of 148,073 tons; for 1951, 229,373 tons; and for the 1955-56 period, 149,002 tons.

The increase in 1951 over 1946 amounted to 81,300 tons or 55 percent. There was a decrease from 1951 in the traffic handled in the 1955-56 period of 80,371 tons, or 35 percent. The increase 1955-56 over 1946 was 929 tons, an increase of less than 1 percent.

A comparison of the total volume of import tonnage shown in the last page of my Exhibit No. —— (AJC 4); excluding petroleum and iron ore, for the corresponding periods show an increase of 3,491,982 tons or 56 percent, 1951 over 1946, compared with an increase of 55 percent in New York Central tonnage for the same period.

The year 1955 under 1951 shows a decrease of 282,459 tons or 3 percent as compared with a New York Central decrease for the 1955-56 period under 1951 of 80,371 tons or 35 percent.

[fol. 2521] The year 1955 over 1946 shows an increase of 3,209,523 tons or 51 percent as compared with a New York Central increase for the period 1955-56 over 1946 of 929 tons or less than 1 percent.

By reference to my Exhibit No. —— (AJC 5), which is a graph of the percentage relationship of the import tonnages handled by the four ports Portland, Boston, Albany, and New York, as compared with the three ports Philadelphia, Baltimore and Hampton Roads, the downward trend of the four ports is readily discernible.

Today the railroads serving the northeastern segment of the North Atlantic ports from affected territory are subject to crisscross competition in that they are serving ports between the lower rated North Atlantic ports Philadelphia and South and the water competition of the vessel lines which presently serve the Great Lakes ports which can provide lower rates for the through transportation of foreign traffic to the ultimate destinations. The existing all water competition through the Great Lakes ports will

increase with the competition of the St. Lawrence Seaway, as testified to by Mr. Baylis. It is imperative that the railroads serving the North Atlantic ports New York and north improve their competitive position to the best of their ability with respect to the rates which they should control to the ports which they serve.

[fol. 2522] Similar to the showing with respect to its import traffic the New York Central traffic studies of export traffic for the years 1946, 1951, and the period August 1, 1955 through July 1956, follow the downward trend portrayed in my exhibits identified as No. —— (AJC 7) and No. —— (AJC 11), which are respectively graphic presentations of the percentage relationship of export tonnage handled at the ports Portland, Boston, Albany, and New York to the total export tonnage handled through the North Atlantic ports and all United States coastal ports respectively. Specifically, the New York Central 1946 study disclosed a total movement from the affected territory of 775,644 tons, which does not include grain, the figures for which were unavailable; the 1951 study a total movement from the affected territory of 502,791 tons, representing but 65 percent of the traffic handled in 1946; and for the period in 1955-1956, a total movement from the affected territory of 515,403 tons, which is 66 percent of the traffic handled in 1946.

The same observations expressed in connection with the import traffic studies of the New York Central apply in connection with these export statistics.

[fol. 2523] In my investigation as to the reasonableness and the compensatory level of the rates herein involved, I have used Chicago, Illinois, as a representative point in the differential territory and have used the ports of Boston and New York as representative of the situation at the seaboard. A study of the Docket 15879 export class rates applicable on commodities subject to the straight percentage increases under the various Ex Parte proceedings up to and including the interim increase under Ex Parte 206, and by using Docket 28300 short-line miles, the ton mile earnings from Chicago to Boston range from 7.40 cents per ton mile on first-class to 0.95 cents per ton mile under Column 13.

This represents a reduction from the present revenue per ton mile of 7.48 cents first-class and 1.05 cents under Column 13. The earnings under the corresponding class rates from Chicago to New York under the proposed reduction range from 8.09 cents per ton mile at first-class to 1.03 cents under Column 13. This represents a reduction from the present revenue per ton mile of 8.18 cents at first-class and 1.15 cents under Column 13.

It should be pointed out that these class rates as presently published do not reflect the usual port relationships of 3 cents in each class because of the fact that port relationships have not been restored after distortions caused by several of the more recent Ex Parte increases and the [fol. 2524] differentials actually range from 3 cents to 5 cents under the various class rates.

The lowest commodity rates which we have been able to develop on import traffic are those applicable on crude bauxite ore published in Item 1540-F, Supplement 228 to Agent Swenson's Tariff 26-F, I.C.C. 591 and Item 588-B, Supplement 49 to Agent Boin's Tariff T/C-43-H, I.C.C. A-1017. The rates involved are published specifically to seven destinations and have blanket application extending from Brilliant, Ohio, to St. Louis, Missouri.

The present rate, including the Ex Parte 206 interim increase, of $7.50 per gross ton converted to a net ton basis is equal to $6.70 per net ton. The present rate on a net ton basis from Boston and New York to the closest point involved, i.e. Brilliant, Ohio, for short-line distances of 706 miles from Boston and 479 miles from New York produces ton mile earnings of 9.49 mills from Boston and 13.99 mills from New York. The proposed rate on a net ton basis of $6.00 per ton, which is the Baltimore rate, produces ton mile earnings of 8.50 mills from Boston and 12.53 mills from New York.

[fol. 2525] The present rate on a net ton basis from Boston and New York to the most distant point involved, i.e. St. Louis, Missouri, for short-line distances of 1,174 miles and 1,040 miles respectively produces ton mile earnings of 5.71 mills from Boston and 6.44 mills from New York. The proposed rate produces ton mile earnings of 5.11 mills from Boston and 5.77 mills from New York.

This commodity moves in multiple car lots, and the rates reflect an unusual situation in that they are on the level necessary to meet barge line competition from the Gulf ports.

The lowest export rates we have been able to find are the proportional rates applicable on grain from Chicago. The present rate, including Ex Parte 206 increase to New York and Boston of 33 cents per hundred pounds, is $6.60 per net ton to Boston and New York. The tariff authority [fol. 2526] for this is Agent Hinsch's Tariff No. 245-A, I.C.C. No. 4403. This rate produces ton mile revenue of 6.78 mills from Chicago to Boston for a distance of 973 miles and 7.42 mills per ton mile from Chicago to New York for a distance of 890 miles. The proposed rate of 31½ cents per hundred pounds or $6.30 per net ton to Boston and New York will produce ton mile revenue of 6.47 mills and 7.08 mills, respectively. As previously stated, because of the horizontal increases which have been made under the several Ex Parte cases in connection with commodities where the port relationships have not been restored, there exists today an actual differential in excess, in numerous instances, of the recognized differential ranging up to a maximum of 5 cents per hundred pounds. However, from the standpoint of comparing what the earnings per ton mile would be under present rates with relationships restored, reductions which would occur under the proposed adjustment would be 60 cents per ton and, in the case of traffic between Chicago, on the one hand, and Boston and New York on the other hand, would be in the neighborhood of slightly in excess of one-half mill per ton per mile. Stated differently, there would be no material [fol. 2527] difference in the earnings per ton per mile to and from New York and Boston than now exists in the earnings per ton per mile on traffic to and from Hampton Roads ports.

I have used the export class rates in the above comparison because the standard differential New York over Baltimore is 3 cents on each class. Admittedly, on the import class rates, the first two classes have a standard differential of 8 cents, but I believe I have established my point that all the rates under our proposal are compensatory.

From the foregoing discussion and explanation of my exhibits, the conclusion is inescapable that insofar as differential rates exist on import and export traffic from and to the North Atlantic ports New York and north thereof, which are in excess of rates on similar traffic to and from the North Atlantic ports south of New York, there is a definite deterrent to shipper use of the northern ports and the railroads which serve them. The existence of this unfavorable rate situation is threatening the future participation of the railroads serving these ports in the transportation of import and export traffic from and to the affected territory. There is an imperative need for the railroads serving the ports of Portland, Boston, Albany, and New York to halt the downward trend in their foreign traffic and to attain their proper position which can only be [fol. 2528] accomplished by a complete equalization of import-export rates from and to all North Atlantic ports.

VERIFICATION

County of New York)
) ss.
State of New York)

Arthur J. Crookshank, being duly sworn, deposes and says that he is Director of Rates, Freight Sales and Service Department, of The New York Central Railroad Company and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Arthur J. Crookshank

Subscribed in my presence and sworn to before me by the affiant above named this 21st day of June 1957

Frederick B. Overbaugh, Jr.
Notary Public, State of New York
Qualified in Westchester County
No. 60-2988550
Certificate filed in New York County
Commission Expires March 30, 1959

[fol. 2561]

I.C.C. EXHIBIT No. 3

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before The

INTERSTATE COMMERCE COMMISSION

I. & S. Docket No. 6615

Equalization of Rates at North Atlantic Ports

VERIFIED STATEMENT OF E. C. HALLBERG,
ASSISTANT VICE PRESIDENT–TRAFFIC,
ERIE RAILROAD COMPANY.

[fol. 2562]

Before The

INTERSTATE COMMERCE COMMISSION

I. & S. Docket No. 6615

Equalization of Rates at North Atlantic Ports

VERIFIED STATEMENT OF E. C. HALLBERG, ASSISTANT VICE PRESIDENT-TRAFFIC, ERIE RAILROAD COMPANY.

My name is E. C. Hallberg. I am Assistant Vice President in the Traffic Department of Erie Railroad Company. My offices are at 50 Church Street, New York, N. Y. I have been connected with the Erie for 47 years, all of this service in the Traffic Department of the Railroad.

The Erie owns and operates a line of railroad generally between New York and Chicago, and operates in the States of New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois. Branch lines are operated to Cincinnati and Cleveland, Ohio, Buffalo and Rochester, New York, and Brockway, Scranton and Newberry, Pa., as well as many other less populous points. Chicago, Illinois, Huntington, Indiana, and Lima, Ohio are important gateways of the Erie to the West, while important gateways to New England are at Binghamton, N. Y., via the Delaware and Hudson and at Maybrook, N. Y., via the New Haven Railroad.

[fol. 2563] The Erie reaches directly only the Port of New York with its own rails, and naturally is vitally interested in the development of that port and the relationship of rates on import and export traffic between that port and the ports of Baltimore and Philadelphia. I want to emphasize the fact that the Erie is confined to the Port

of New York for its import and export tonnage, while our strongest competitors, like the Baltimore and Ohio, the Pennsylvania and the New York Central, have more than one port through which such traffic can be handled.

The traffic study made by the Erie covered export and import traffic via the Port of New York for the years 1946, 1951 and the 12-month period beginning with August 1, 1955 to and including July 31, 1956. The Erie study was prepared generally in the same way as the traffic studies of the other New York and Boston respondents. For the 12-month period in 1955-1956 the study developed not only actual cars but actual tonnage as well. For the years 1946 and 1951 the study developed only actual carloads. A summary of the Erie study is set forth in Exhibit H-1, attached hereto, which was prepared at my direction.

The Exhibit shows that the Erie's import traffic to differential territory declined from 3,969 cars in 1946 to 3,164 cars in 1955-56, a decline of approximately 20 percent. This decline occurred generally throughout all commodity groups and particularly in the movement of Agricultural Products NOS, Crude Rubber, Tanning Material, Vehicles, other than motor, and Autos, freight.

[fol. 2564] The Exhibit shows that in 1946, 18,807 cars were exported through New York via the Erie from affected territory and in 1955-56 this movement had increased to only 19,660 cars, an increase of only 5 percent. Our study shows that there was a decline in export tonnage in every commodity group in 1955-56 over 1946 except in the general Manufacture and Miscellaneous commodity group, 501 to 799. In this group the commodities primarily responsible for the increase were Soy Bean Oil and Automobiles and Automobile Parts.

The total export and import volume from and to differential territory via the Erie in 1946 amounted to 22,776 cars. In 1951 the total had increased to 28,732 cars, and in 1955-56 the total had declined to 22,824 cars. In other words, the Erie's total handling through the Port of New York in 1955-56 had increased only 48 cars over 1946, or two-tenths of one percent. In contrast to the microscopic increase in the Erie export and import cars, 1955-56 over 1946, the total import and export tonnage through all

North Atlantic Ports amounted to 68,735,173 tons in 1946 and increased to 155,515,189 tons in 1955, an increase of 126 percent. Obviously, the Erie's export-import traffic did not keep pace with the volume of traffic handled through these ports.

From 1946 to date production has increased tremendously throughout the country, but the volume of export and import traffic through the North Atlantic Ports has increased even more. Despite the fact that the Erie serves a highly productive area of the country, its import tonnage has actually declined by 20 percent during this period, and [fol. 2565] its export tonnage has shown a meager increase of approximately 5 percent. Based on my experience as a traffic man, it is my opinion that a major factor which has handicapped the Erie in increasing its tonnage through the Port of New York, the only port the Erie serves directly, has been the differentially higher rate level applicable on a substantial amount of its export and import traffic.

The competitive position of the Erie and other lines which serve the ports of New York and Boston is critical. The removal of the present differential and the placing of the North Atlantic Ports on a parity, similar to the parity existing generally at the South Atlantic and Gulf Ports, and the parity existing at West Coast Ports would give the Erie and the other New York and Boston lines a more equitable opportunity rate-wise to compete with Baltimore and Philadelphia, as well as the South Atlantic and Gulf Ports, for export and import traffic. In my opinion, without the rate reduction proposed, the downward trend as indicated in the figures of the last ten years for the New York and Boston lines will continue and the competitive position of the New York and Boston lines, instead of improving, will deteriorate further.

[fol. 2566]

AFFIDAVIT

STATE OF NEW YORK)
) *ss.*
COUNTY OF NEW YORK)

E. C. Hallberg, being duly sworn, deposes and says that he is Assistant Vice President of Erie Railroad Company, and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

/s/ E. C. HALLBERG

Subscribed and sworn to before me this 21st day of June, 1957.

/s/ GEORGE ANDREWS
Notary Public

My Commission Expires March 30, 1958.

SEAL

[fol. 2567]

I. & S. Docket No. 6615
Exhibit H-1
Witness: E. C. Hallberg

IMPORT AND EXPORT TRAFFIC HANDLED THROUGH THE PORT OF NEW YORK BY ERIE RAILROAD COMPANY TO AND FROM DIFFERENTIAL TERRITORY.

1946		1951		1955-1956*		
Cars	Index	Cars	Index	Cars	Index	Tons
IMPORT TRAFFIC						
3,969	100	5,916	149	3,164	80	76,489
EXPORT TRAFFIC						
18,807	100	22,816	121	19,660	105	466,290
TOTAL IMPORT AND EXPORT TRAFFIC						
22,776	100	28,732	126	22,824	100.2	542,779

* 1955-1956 covered a 12-month period from August 1, 1955 to and including July 31, 1956.

[fol. 2568]

I.C.C. Exhibit No. 4

BEFORE THE
INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615.

EQUALIZATION OF RATES AT NORTH
ATLANTIC PORTS.

FOURTH SECTION APPLICATION NO. 32204.

IMPORT AND EXPORT RATES FROM AND TO
NORTH ATLANTIC PORTS.

VERIFIED STATEMENT OF CARLTON F. HEARD
GENERAL TRAFFIC MANAGER
BOSTON AND MAINE RAILROAD

June 12, 1957

150 Causeway Street
Boston 14, Mass.

Due Date: June 21, 1957

[fol. 2569] This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

My name is Carlton F. Heard. I am General Traffic Manager of the Boston and Maine Railroad with offices at 150 Causeway Street, Boston, Mass. I have been employed by the Boston and Maine since 1923. I have been in its Traffic Department since 1924 and an official of the Traffic Department since 1928. I have successively held the titles of Assistant General Freight Agent, General Freight

Agent, Assistant to Vice President, Assistant General Traffic Manager, Freight Traffic Manager and General Traffic Manager. I am familiar with the issues involved in this proceeding.

The Boston and Maine Railroad serves the ports of Boston, Mass. and Portland, Me. Boston is also served by the New York Central Railroad (Boston and Albany District) and by the New York, New Haven and Hartford Railroad. Portland is also served by the Grand Trunk Railway (a subsidiary of the Canadian National Railways) and by the Maine Central Railroad.

Rates on import and export traffic from and to the Port of Boston to and from the territory involved in this proceeding have been made differentially over the rates from Baltimore, Maryland. The recognized differential on import traffic is eight (8) cents per 100 pounds on traffic [fol. 2570] rated 85% of first class or higher, and three (3) cents per 100 pounds on traffic rated lower than 85% of first class. On export traffic it is three (3) cents on all traffic. There is an important exception in the case of export grain where the differential is one and one-half (1½) cents over Baltimore and ex-lake grain which is not involved in this proceeding. Import rates are maintained from Boston to part of the affected territory via the so-called Canadian differential routes working north of Lake Champlain. The established differential on sixth class traffic, and most commodity rated traffic via these routes, is one (1) cent lower than via standard routes. These Canadian differentials apply westbound only.

From Portland import rates are maintained to a large part of the affected territory on the Baltimore basis. These import rates on the Baltimore basis apply only via the Canadian routes, that is, routes working north of Lake Champlain. Since the main lines of the Grand Trunk and the Maine Central to the west work north of Lake Champlain, import rates on the Baltimore basis apply from Portland into this territory via the best service routes of these two railroads. The differential rates from Portland on the Baltimore basis apply also via the Boston and Maine-Wells River, Vt.-CP and connections; via Boston and Maine-White River Junction, Vt.-Central Vermont Railway

and connections, and via Boston and Maine-Bellows Falls, [fol. 2571] Vt.-Rutland Railroad and connections. Via these routes the Boston and Maine is at a disadvantage service-wise as compared with the Grand Trunk and the Maine Central as it operates no through trains from Portland to any of these junctions.

Import rates are not generally published from Portland, Me. to the destination area involved in this proceeding via the standard routes, i.e. routes via the Hudson River Crossings or through New York Harbor. There are specific import rates from Portland via standard routes on clay, and these are on the Boston basis. On export traffic, rates from the territory involved in this proceeding to Portland are made generally on the Boston basis and are therefore differentially higher than the rates to Baltimore.

The various general freight rate increases since the end of World War II have had the effect of changing the existing differentials in some instances, due to disposition of fractions, and the previous relationships have not been restored in all cases.

The import and export rates from and to Boston, Mass. and Portland, Me., which were suspended and are an issue in this proceeding, sought to place the rates from and to these ports on an absolute parity with the rates from and to the Port of Baltimore to and from the territory involved.

Under my jurisdiction ten exhibits have been prepared and marked for identification BM1 to BM10 and are at- [fol. 2572] tached herewith.

Exhibit —— (BM1) is a summary of the number of cars of import traffic hauled by the Boston and Maine from Boston and Portland for the calendar year 1951 and for the twelve months ending July 31, 1956. It indicates very little difference in the volume handled through the Port of Boston to either the affected or non-affected territories during the two twelve months' periods. Since woodpulp is the principal commodity imported through the Port of Boston and moving over the Boston and Maine, amounting in fact to almost one-half of the total number of cars, the number of cars of woodpulp have been shown separately. In the case of Portland, there has been some diminution in

the number of cars since 1951, but there has been a large increase in the number of cars hauled by the Boston and Maine from Portland to points in the affected territory. In the case of Portland, the figures for woodpulp and clay have been shown separately since they are the two principal commodities imported through Portland, and in fact the only two imported commodities which moved out of Portland via the B&M during the period ending July 31, 1956. Column 10 of this exhibit indicates that during the twelve months ending July 31, 1956, 4.1% of the total number of cars imported through Boston moved to affected territory, whereas 38.9% of the cars imported through Portland moved to affected territory. In the case of woodpulp only 1.1% of the total number of cars from Boston [fol. 2573] moved to this territory, whereas 64.2% of the cars of woodplup from Portland moved to this territory.

Exhibit —— (BM2) is a statement of rates on import woodplup from North Atlantic ports to representative consuming points in Central Territory, and the short line miles. This exhibit shows why the movement of import woodpulp into this territory from Boston was small and why the movement from Portland was more than four times as great in spite of the fact that the total number of cars of woodpulp handled through Boston was more than twelve times as great as through Portland, whereas the rates on this commodity from Boston via standard line routes are three (3) cents higher than the rates from Baltimore, and by differential routes are two (2) cents higher than the rates from Baltimore, the rates from Portland via differential routes are the same as the rates from Baltimore and lower than the rates from Boston, notwithstanding the fact that even the short line mileages from Portland are not only very much greater than the short line miles from Baltimore but are also substantially greater than the short line miles from Boston. It should also be noted that the rates from St. John, N.B. and Halifax, N. S. are also the same as the rates from Baltimore, notwithstanding the enormous difference in even the short line mileages.

Notwithstanding the fact that servicewise the Boston and Maine is at a disadvantage, as compared with the Grand Trunk and the Maine Central, in securing the haul

[fol. 2574] on woodpulp from Portland to Central Territory, it was able to secure the haul on 129 cars of this pulp because of the rate parity with Baltimore and that no such volume of woodpulp moved from Boston from which point the freight service into this territory is better than the service from Portland via the B&M differential routes but where the rate parity with Baltimore did not exist. Since woodpulp in substantial volume moves regularly into Boston for consumption in New England, it is available for shipment into the Middle West when distressed conditions make it necessary to move it.

Exhibit —— (BM3) shows information in connection with rates on import china clay from the North Atlantic ports to representative destinations in Central Territory similar to that shown for woodpulp in Exhibit —— (BM2). China clay as well as woodpulp is imported in considerable quantities through the Port of Portland, and although the movement was not large, 35 cars of import clay moved via the Boston and Maine into territory involved in this adjustment during the twelve months ending July 31, 1956, or 15.9% of the total cars of import clay handled by the Boston and Maine from Portland as shown in Exhibit —— (BM1). There is no import china clay handled through the Port of Boston as special facilities are required to handle it and such facilities do not exist at Boston. Facilities for handling this clay are maintained at Portland. Woodpulp does not require any special facilities other than [fol. 2575] a covered pier.

Exhibit —— (BM4) shows the import sixth class rates from the North Atlantic ports to ten representative points in Central Territory, together with the short line miles. This exhibit again indicates that mileage has not been controlling in determining the measure of the rates as the rates from Portland, Me., St. John, N.B. and Halifax, N.S. are the same as the rates from Baltimore for short line distances exceeding those from Baltimore by as much as 1000 miles, and the short line distances from Boston by as much as 675 miles.

Exhibit —— (BM5) shows a comparison of miles via a few actually published routes from Portland, Me., St. John, N.B., Halifax, N.S. and Baltimore, Md. to points in Central

Territory served by the Baltimore & Ohio Railroad and the Pennsylvania Railroad. This exhibit indicates that the Baltimore & Ohio and the Pennsylvania, both of which serve the Port of Baltimore, actually participate in rates on import woodpulp from Portland, St. John and Halifax, which are the same as the rates from Baltimore, in spite of the fact that the distances are in some cases more than three times their local published mileages from Baltimore.

Exhibit —— (BM6) is a detailed statement of import traffic handled in road haul service by the Boston and Maine from Boston, Mass. to all destinations during the period August 1, 1955 to July 31, 1956. Summary of the number of cars in this exhibit is shown in Exhibit —— [fol. 2576] (BM1). In Exhibit —— (BM6) the import traffic is broken down primarily by commodities and secondarily by the territories to which these commodities moved. The movement to territory affected by this adjustment has been separated from that to territory not affected by this adjustment and that to the non-affected territory has been further broken down by that moving to points in New England, to points in Canada and to all other non-affected territory. Separately listed are all commodities where the movement during this twelve months' period amounted to 25 cars or more. Commodities which accounted for less than 25 cars during this period have been grouped together under the heading "All Other", the latter group of miscellaneous commodities accounting for only 3.2% of the total tonnage. It will be noted that the preponderance of this import traffic through Boston moves to New England territory and that the total movement to territory affected by this adjustment amounted to only 6193 tons, which is only 3.4% of the total import tonnage handled by the Boston and Maine in line haul service from Boston during this twelve months' period.

Exhibit —— (BM7) shows the detail of the import traffic line hauled by the Boston and Maine from Portland, Me. during the twelve months' period August 1, 1955 to July 31, 1956, the summary of which is also shown in Exhibit —— (BM1). This clearly indicates the effect which rate parity [fol. 2577] with Baltimore has on the movement of import traffic, as from Portland, out of a total of 18,776 tons,

6,624 tons, or 35.3%, moved to territory affected by this adjustment.

Exhibit —— (BM8) is a summary of the cars of all export carload freight handled by the Boston and Maine in line haul service to Boston and Portland which left point of origin during the calendar year 1951 and during the twelve months' period ending July 31, 1956. This has been broken down to show export grain and export scrap iron separately as these commodities have been, in recent years, the principal commodities exported. Grain is a specialized commodity requiring extensive facilities at the port of exportation and the facts in connection with the Boston and Maine's handling of export grain will be discussed by another witn. s. The principal significance of this exhibit is that except for grain only 18 cars of freight were hauled by the Boston and Maine from affected territory for exportation through the Port of Boston during the twelve months' period ending July 31, 1956, and no cars whatever were hauled from this territory to Portland by the Boston and Maine during this period.

Exhibit —— (BM9) shows the detail of the export traffic handled in line haul service by the Boston and Maine to Boston, Mass. which left original point of shipment during the period August 1, 1955 to July 31, 1956. This exhibit has been drawn up similar to the form of Exhibit —— [fol. 2578] (BM6) which covers import traffic. In this case it will be noted that the commodities accounting for less than 25 cars totalled only 1.1% of the total tonnage.

Exhibit —— (BM10) shows the detail of the export traffic line hauled by the Boston and Maine to Portland, Me. which left point of origin during the twelve months' period ending July 31, 1956, summary of which is shown in Exhibit —— (BM8). This is drawn up in the same manner as Exhibit —— (BM9) which covers the Port of Boston and again indicates that there was no traffic other than grain from the affected territory during this period.

In summary, Exhibits —— (BM1 to BM10 inclusive) demonstrate the following:

1. That the volume of traffic imported through the Port of Boston, destined territory affected by this ad-

justment, is small and that such movement as there is consists of commodities which have been imported through the Port of Boston primarily for distribution to other areas.

2. That the movement of import traffic handled by the Boston and Maine from Portland, Me. to points in the affected territory is a relatively high proportion of the total movement.

[fol. 2579] 3. That although a large amount of woodpulp is imported through the Port of Boston, relatively little of it moves to affected territory, whereas a much larger volume imported through the Port of Portland moves to the affected territory due to the fact that Portland, by enjoying the Baltimore basis of rates, has a rate advantage as compared with Boston.

4. That the movement of export traffic from the affected territory to either Boston or Portland, outside of export grain, is negligible.

5. That mileage has not been a determining factor in equalizing import rates from the North Atlantic ports into affected territory, as indicated by the existence of the same rates from Portland, Me., St. John, N.B. and Halifax, N.S. as from Baltimore, Maryland.

6. That the railroads directly serving the ports of Baltimore and Philadelphia themselves participate in import rates from Portland, St. John and Halifax to points in the affected territory which are on the Baltimore basis, but do not participate in rates on the Baltimore basis from Boston, Mass., although the mileage from Boston is substantially less than from Portland, St. John and Halifax.

[fol. 2580]

VERIFICATION

COMMONWEALTH OF MASSACHUSETTS)
) ss.
COUNTY OF SUFFOLK)

Carlton F. Heard, being duly sworn, deposes and
that he is General Traffic Manager, Boston and Maine
road; that he has had over 30 years experience d
with freight tariffs and freight rates; that he has
the foregoing statement and that the facts stated t
are true and correct to the best of his knowledge, inf
tion and belief.

.....
Carlton F. Heard

Subscribed in my presence and sworn to before
the Affiant above-named, this 18th day of June 1957.

.....
Neal J. Holland, Notary Pu
My Commission expires Feb. 4,

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[fol. 2602]

I.C.C. Exhibit No. 7

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

Interstate Commerce Commission

I&S Docket 6615

Equalization of Rates at North Atlantic Ports

Verified Statement of Edward C. Ennis

My name is Edward C. Ennis, Foreign Freight Traffic Manager of The Delaware, Lackawanna and Western Railroad Company, which I shall hereafter refer to as the Lackawanna. My offices are at Pier 13, North River, New York 6, New York. I have been employed by the Lackawanna for the past 32 years. After 14 years in the Operating Department of the Lackawanna, I transferred to the Traffic Department in 1938. After 5 years of military service I returned to the Lackawanna in early 1946 and served successively as General Agent at Albany, N. Y., Division Freight Agent at Scranton, Pa., New England Agent at Boston, Mass., and General Freight Agent at Buffalo, N. Y. In February, 1955 I was appointed Foreign Freight Traffic Manager at New York City, which is my present position. [fol. 2603] I am responsible for the sales and servicing of foreign traffic, both import and export, and have supervision over our 26 traffic sales agencies located throughout the United States with respect to this specific traffic. As part of my duties I visit our traffic sales agencies peri-

odically where I have occasion to talk with shippers of export and import freight. The headquarters of the foreign freight department of the Lackawanna is in New York City where we maintain sales and service contact with shippers' export departments, freight forwarders, importers and brokers, as well as steamship lines.

The Lackawanna Railroad operates in the States of New Jersey, New York and Pennsylvania. Its main line extends from Hoboken, N. J., at New York Harbor, to Buffalo, N. Y., with branch lines extending from Binghamton to Utica and from Binghamton through Syracuse to Oswego, all in New York, and from Scranton, Pa., to Northumberland, Pa. The Lackawanna connects at Buffalo, N. Y., with rail carriers operating in Central Territory, thus forming part of joint routes over which through rates are maintained.

Import and export traffic is an important part of the total traffic handled by the Lackawanna. This is shown by the fact that in the year 1956 we handled a total of 41,961 carloads, both export and import traffic, through New York Harbor. The revenue obtained from this traffic represents [fol. 2604] approximately 12% of our total freight revenues. The Lackawanna maintains extensive port facilities, including eight piers at our New York lighterage station at the Hoboken terminal, four of which are covered piers and four are open piers. In addition we use two New York City piers on Manhattan, Nos. 13 and 41, on the North River, in handling import-export freight. Our export yard has a capacity of approximately 1,000 cars. The Lackawanna has 177 pieces of marine equipment employed in its lighterage service, approximately 85% of which is used in connection with foreign traffic. There is no question that the Lackawanna is in a position to handle a greater volume of foreign traffic than it is at present.

Our export-import business is made up chiefly of general cargo traffic with the exception of a small proportion of import oil and export grain.

Exhibit No. ——, attached hereto, which I have had prepared, is a summary of a traffic study of the import and export traffic handled by the Lackawanna through the

Port of New York in the years 1947, 1951 and the twelve month period, August 1, 1955 to July 31, 1956, to and from the affected territory which is involved in this proceeding. [fol. 2605] Although most of the other New York railroads used the year 1946 for their traffic studies and exhibits, the Lackawanna did not have records available for that year and instead used the next available year, 1947. Our Exhibit shows the number of cars and the number of tons, both import and export, for these three years. It will be noted that our total import and export carloads for 1955-1956 were 2.9% under 1951, and 6.6% under 1947, while our total carloads for 1951 were 3.8% under 1947. Tonnage-wise, our total import and export shipments in 1955-1956 showed a decline of 7.9% as compared with 1947.

The overall total of export and import shipments, 1955-1956 as compared with 1947, has decreased in spite of the fact that there has been an exceptional movement during the last two years in the exportation of soybean oil to Spain and Greece under the U. S. Government's Foreign Aid Program. In 1955 the Lackawanna handled 1,101 cars of export soybean oil and in 1956 it handled 5,230 cars.

It has been my experience in endeavoring to obtain a larger share of the available competitive foreign traffic for my company through the Port of New York that the [fol. 2606] existing rate differentials at Baltimore and Philadelphia have been and are a decisive factor in the shippers' use of these ports and have placed the Lackawanna at a competitive disadvantage. I base this upon my personal contacts with numerous foreign freight shippers who use all the North Atlantic ports, as well as upon contacts made by our salesmen who report to me. This conclusion is supported by the figures in our own Exhibit which show a decline in our total foreign traffic.

I know from my contacts with shippers that some who must use the Port of New York on split delivery cars send solid cars to the outports of Philadelphia and Baltimore to take advantage of the lower rates.

Based upon my experience as Foreign Freight Traffic Manager, removal of these rate differentials favoring Baltimore and Philadelphia is essential if the Lackawanna is

to compete on an equal basis for this foreign freight traffic, which is so vital to the Lackawanna from the standpoint of revenues.

/s/ EDWARD C. ENNIS

[fol. 2607]

State of New York)
: ss.
County of New York)

Edward C. Ennis, being duly sworn, deposes and says that he is Foreign Freight Traffic Manager of The Delaware, Lackawanna and Western Railroad Company, and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

/s/ EDWARD C. ENNIS
Edward C. Ennis

Subscribed and sworn to
before me this 18th day
of June, 1957.

/s/ WILLIAM J. PATTERSON
William J. Patterson
Notary Public, State of New York
No. 03-3035400
Qualified in County of Bronx
Certificate Filed in New York
County Clerk's Office
Commission Expires March 30, 1959

[fol. 2608]

I&S 6615
Witness: E. C. Ennis
Exhibit No. ——

IMPORT AND EXPORT TRAFFIC HANDLED THROUGH THE PORT OF NEW YORK TO AND FROM AFFECTED TERRITORY

1947		1951		1955-1956	
CARS	TONS	CARS	TONS	CARS	TONS
		IMPORT			
2,501	72,912	6,382	163,646	3,669	91,492
		EXPORT			
15,047	407,868	10,499	273,795	12,706	351,108
		TOTAL IMPORT AND EXPORT			
17,548	480,780	16,881	437,441	16,375	442,600

[fol. 2609]

I.C.C. EXHIBIT No. 8

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

I&S DOCKET 6615
EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

Verified Statement of Alvin K. Thomas

My name is Alvin K. Thomas. I am Foreign Freight Traffic Manager of Lehigh Valley Railroad Company and have held such position since November 1, 1957. Prior to that time I was Export & Import Agent with headquarters at New York which position I held from January 1, 1945 until my appointment to Foreign Freight Traffic Manager and have been in the Traffic Department of Lehigh Valley Railroad Company for a total of 35 years. I entered the Lehigh Valley as a stenographer-clerk at Pittsburgh, Pennsylvania in 1922. As Commercial Agent from 1924 to 1944, I traversed an important industrial area in the differential territory in Western Pennsylvania, Eastern Ohio and Northwestern West Virginia. This experience has given me an intimate knowledge of the traffic available to the Port of New York, both import and export, and the com-
[fol. 2610] petitive factors involved in relation to the Ports of Baltimore, Hampton Roads and Philadelphia.

The foreign freight department of the Lehigh Valley maintains sales and service contact with shippers' export departments, freight forwarders, importers and brokers, as well as steamship lines.

Foreign traffic is a vital part of the over-all traffic handled by the Lehigh Valley Railroad. In 1951 our export and import business was approximately 12.3% of our total freight traffic. The port facilities maintained by the Lehigh Valley include five covered piers and four open piers at our Jersey City lighterage station; also Claremont Terminal which is probably the best rail-to-keel facility in New York Harbor and has available berths for several ships. During World War 2, Claremont was occupied exclusively by the Army and can be considered a vital national asset in times of emergency. The Lehigh Valley has the physical facilities to adequately handle a greater volume of foreign traffic than we have had for several years.

At the request of my predecessor, a study was made by our Auditor of Freight Revenues of the tonnage carried by the Lehigh Valley Railroad exported and imported through the Port of New York from and to territory where differential rates over the Ports of Philadelphia, Baltimore and the Hampton Roads ports are in effect. The study covered both imports and exports for the years 1946 and 1951 [fol. 2611] and the period of one year commencing August 1, 1955 and ending July 31, 1956. The results of the study are set forth in the following tabulation:

IMPORTS

Year	*Cars*
1946	5,042
1951	5,348
1955-56	2,939

EXPORTS

Year	*Cars*
1946	13,630
1951	14,621
1955-56	10,555

This study shows a downward trend in export and import traffic handled to and from differential territory by the Lehigh Valley Railroad in spite of the fact we participated in a relative portion of the over-all foreign tonnage moving through the Port. The decline can be directly attributed to the loss in the percentage of total traffic handled through the Port. Statistics clearly indicate since 1948 the percentage of all export and import traffic through the Port of New York has deteriorated while increases are reflected in the percentages of Baltimore, Norfolk and Philadelphia.

I believe that this downward trend results from the differential enjoyed by the ports south of New York under the rates through New York.

Over the past ten years, as an integral part of my duties as Export & Import Agent, I regularly visited our traffic [fol. 2612] sales agencies throughout the midwest, including those located in the differential territory. Accompanied by our agency personnel, I contacted many shippers in this area who as a matter of general policy did not ship through the Port of New York. Inquiry revealed time and again the predominant reason was due to more favorable rates via Baltimore, Hampton Roads or Philadelphia. The contacts my department has had with the shipping interests in New York emphatically corroborate this. It has also been my observation that many shippers utilize the Port of New York on their split delivery cars, ostensibly because this Port can adequately provide the service on this type of traffic, while they use Baltimore and Philadelphia on solid cars to take advantage of lower rates.

Shippers are becoming more and more cost-conscious. A matter of 3¢ per 100 pounds is in many cases sufficient to divert the shipment from the Port of New York to a port where the lower rate is obtainable. Moreover, the advantage that once accrued to the Port of New York by reason of more frequent sailings is rapidly disappearing. Sailings from the Port of Baltimore are now becoming comparable in frequency to sailings from the Port of New York. In fact, many vessels touch the three ports of Baltimore, Philadelphia and New York in a single trip. All this

adds up to a substantial advantage under existing differential rates in favor of Philadelphia, Baltimore and Hampton Roads.

Equalization will permit all North Atlantic ports to compete on a fair and equal basis for import and export [fols. 2613-2617] traffic. The competition will encourage the ports to improve facilities and services so as to attract business. I think shippers will benefit in two ways: first, better facilities and services will be made available, and second, shippers will then be able to choose any port in the North Atlantic group on a truly competitive basis.

Alvin K. Thomas

State of New York)
: ss.:
County of New York)

Alvin K. Thomas, being duly sworn, deposes and says that he is Foreign Freight Traffic Manager of Lehigh Valley Railroad Company, and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Alvin K. Thomas

Subscribed and sworn to
before me this 16th day
of January, 1958.

George C. Hamm
Notary Public, State of New York
No. 30-6749300
Qualified in Nassau County
Certificate filed in New York County
Commission Expires March 30, 1958

[fol. 2618]

I.C.C. EXHIBIT No. 9

BEFORE THE

INTERSTATE COMMERCE COMMISSION

I. & S. Docket No. 6615

EQUALIZATION OF RATES AT
NORTH ATLANTIC PORTS

VERIFIED STATEMENT

of

GEORGE W. FLANIGAN
ASSISTANT FREIGHT TRAFFIC MANAGER
THE NEW YORK, NEW HAVEN AND
HARTFORD RAILROAD COMPANY

Due: June 21, 1957
Dated: June 19, 1957

54 Meadow Street
New Haven 6, Connecticut

[fol. 2619]

VERIFIED STATEMENT

of

GEORGE W. FLANIGAN
ASSISTANT FREIGHT TRAFFIC MANAGER
THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

My name is George W. Flanigan. I am Assistant Freight Traffic Manager of The New York, New Haven and Hartford Railroad Company with headquarters at 54 Meadow Street, New Haven, Connecticut. I have been employed in the Freight Traffic Department of The New York, New Haven and Hartford Railroad Company (hereinafter referred to as the New Haven) since 1931, becoming Assistant General Freight Agent in 1941, General Freight Agent in 1947, and Assistant Freight Traffic Manager in 1954. In the course of my duties I initiate freight proposals and through our field forces am in contact with shippers and receivers of freight both on our line and throughout the country.

The New Haven serves two potentially great ports of America—New York and Boston. In periods of national emergency the Ports of Boston and New York and the facilities of the New Haven serving those ports have been, and in the future will be, exceedingly important to the [fol. 2620] country's welfare. For example, the Port of Boston trans-shipped 455,374 tons for export in 1940 at the beginning of World War II, and by 1943 this trans-shipment had more than doubled to 916,103 tons.

At New York, except for the Brooklyn Piers served by the Brooklyn Eastern District Terminal, Bush Terminal Railway, The New York Dock Railway, and the Jay Street Terminal, the service performed by the New Haven on import and export traffic is generally to or from our Harlem River rail station by lighter to either shipside or dock within the New York Harbor Lighterage limits, including Newark Bay. This lighterage service is also performed to and from ships located at the above-mentioned Brooklyn Terminals when pick-up or delivery is made at shipside.

Included in this service is the loading or the unloading of the car at Harlem River from or to the lighter and the loading or unloading of the lighter at the piers, or attaching or detaching from or to tackle at shipside. In addition to the above, on export traffic, there are cases where the New Haven transports cars of freight on floats in lieu of lighterage service. That operation is performed to and from our float bridges at Oak Point, where the cars are put on carfloats, then floated to shipside, and the cars are then unloaded or the freight is attached to ships tackle. On import traffic, this operation is reversed. Insofar as the shipper is concerned, traffic is picked up and delivered at shipside. At Boston, the New Haven provides direct service to and from Commonwealth Pier #5, Boston Army [fol. 2621] Base, and Castle Island. The New Haven performs either the loading or unloading of cars at the piers, except on freight in bulk, and freight which can be loaded direct from vessel to car or from car to vessel.

In general, the service accorded by the New Haven at Boston and New York in connection with both import and export traffic is similar to that accorded like traffic at other ports involved in this proceeding.

Substantially all import traffic from Boston to Central Territory has moved at rail rates in excess of those from Philadelphia and Baltimore for many years. Originally, ocean rates to and from Boston were lower than to and from other North Atlantic ports, therefore a higher rail rate to and from Boston resulted in an overall transportation cost to the user equal to movements via other ports.

Since the ocean rates were equalized along the Atlantic Seaboard, the Port of Boston has been at a great dis-

advantage in seeking import and export traffic and its traffic through the Port has tended to become almost exclusively traffic from or to the port area and surrounding New England territory. This is illustrated on import traffic, excluding Iron Ore and Petroleum Products, by the fact that in 1923 the Port of Boston handled 13 per cent of the total import tonnage through the North Atlantic ports but in 1955 secured but 7 per cent, a drop percentagewise of 46 per cent, whereas Baltimore increased from 8 per cent to 22 per cent, a gain of 175 per cent. On export traffic, [fol. 2622] Boston handled 2 per cent in 1923 and 3 per cent in 1955, a gain of 50 per cent, whereas Baltimore in 1923 secured 6 per cent, and in 1955, 17 per cent, a gain of 180 per cent.

The traffic testimony of the New Haven will not include the so-called transit traffic, as this traffic is insignificant; for example, for the period August 1955, to and including July 1956, traffic exported through the Port of New York from unaffected territory not transited was 2,780 cars, while there were only 5 cars of transit traffic. From the affected area there were but 4 cars of non-transit traffic and 22 cars of transit traffic. However, the transit traffic was feed.

While the transit traffic in the affected territory is much greater than the non-transit, the amount of either is so small as to be insignificant.

Exhibit No. 1 is a statement showing the number of cars, import and export, through the Port of Boston and Port of New York, by commodities, to the affected and unaffected territories for the period August 1, 1955 through July 31, 1956, handled by the New Haven.

In regard to Boston, from non-affected territory the total of non-transit export traffic for the same period as indicated above was 1,791 cars, while the transit traffic was 76 cars. In regard to the affected territory, the non-transit was 23 cars, while the transit was 45 cars. The transit traffic through this port consisted of 3 cars of machinery, [fol. 2623] 37 cars of vehicle parts, 3 cars of paper pulp, 1 car of washing compound, and 1 car of Manufactures and Miscellaneous.

All of the following testimony in regard to commodities, etc., is based on the test period of August 1, 1955 through July 1956 inclusive.

Through the Port of New York, the New Haven handled 4121 cars of import traffic to unaffected territory and 16 cars to the affected territory. Out of a total of 4121 cars to unaffected territory, 2531 consisted of:

Coffee	329
Agricultural Products	765
Wool	399
Copper	657
Lead	381
Total	2531

These products, in general, are consumed within New England.

To the affected territory, in this period, of the total of 16 cars, 6 consisted of stone, and 10 consisted of copper, ingot, or pigs. It is not difficult to understand why we received these 10 cars of copper pig to the affected territory, even though the rate was higher than from other ports. It was due to the fact that 657 cars were imported for consumption in New England.

In regard to imports at Boston, there was a total of 2084 cars, of which 1745 consisted of the following:
[fol. 2624]

Cotton & Cotton Linters	145
Agricultural Products	1054
Wool	118
Crude Rubber	155
Fertilizer	85
Tanning Material	52
Food Products	136
Total	1745

Of these, 320 cars went to the affected territory, 211 consisting of the following:

Cotton & Cotton Linters	55
Wool	19
Crude Rubber	111
Fertilizer	17
Tanning Materials	2
Food Products	7
Total	211

It is clear that the main consumption of the articles indicated above is in unaffected territory, primarily adjacent to the Port of Boston. In all probability this was the reason that the traffic to the affected territory moved through the Port of Boston in spite of the higher rate.

Export traffic through the Port of New York from unaffected territory amounted to 2785 cars, and only 4 cars were from affected territory. Of the total of 2785 cars from unaffected territory, 2016 consisted of the following:

[fol. 2625]

Potatoes	166
Meats	118
Copper Articles	40
Machinery	376
Newsprint Paper	762
Other Papers	425
Stoves	51
Furniture	78
Total	2,016

All of these products originate in New England.

The four cars from the affected area consisted of two cars of machinery and two cars of abrasives.

On export traffic through the Port of Boston, there were 1,867 cars from unaffected territory and 68 cars from affected territory. Of the 1,867 cars from unaffected territory, 1,669 cars consisted of the following:

Machinery	66
Newsprint Paper	126
Furniture	18
Scrap Iron	1,459
Total	1,669

The 68 cars from affected territory consisted of 24 cars of Manufactures and Miscellaneous, 37 cars of vehicle parts, 7 cars of soap, paper and machinery.

The above clearly indicates that both import and export traffic moving through the Ports of Boston and New York via the New Haven has been limited for the most part to the type of commodity consumed or produced within the [fol. 2626] immediate vicinity of these ports. For the period of August 1955 through July 1956, the New Haven handled 227,484 forwarded cars, including local; and 486,793 received cars, while the total import cars from New York and Boston were 6,541, and the total export cars through Boston and New York were 4,746 cars.

It is my opinion that a major reason why we do not receive more traffic to or from the affected area through the ports of New York and Boston via the New Haven Railroad is the higher rates in effect at those ports, as compared with Baltimore and Philadelphia. It must be understood, of course, that since the New Haven line does not extend west of New York City, the routes and area served in the so-called affected territory via the New Haven from the Port of New York is necessarily somewhat limited.

Exhibit No. 2, consisting of two pages, shows the tons of revenue freight, freight revenue account 101, and net income, for the years 1934 through 1956, for account of the New Haven, Baltimore and Ohio Railroad, Pennsylvania Railroad, and the Western Maryland Railway.

The statement also shows the ratio of tons of revenue freight and freight revenue, using 1934 as equal to 100. It will be noted that the New Haven's revenue ratio of tons for 1956 was 132, as compared to 193 for the Baltimore and Ohio, 171 for the Pennsylvania Railroad, and 217 for the Western Maryland Railway. In regard to freight revenue,

the index for the New Haven for 1956 was 233 while for the Baltimore and Ohio it was 358, for the Pennsylvania [fol. 2627] Railroad, 305, and for the Western Maryland, 367. Attention is also directed to the fact that the net income for the New Haven in 1956 was $261,000, as compared to $30,000,000 for the B&O, $41,000,000 for the PRR, and $8,000,000 for the Western Maryland.

Of course, I do not wish to give the impression that the difference in this ratio of tonnage and freight revenue is altogether due to import or export freight, but, in my opinion, if the rates to and from Boston and New York had been on a parity with the rates to or from Baltimore, our showing would have been better than an index of 132 on tons, or 233 on revenue, and thereby would have resulted in a better net than $261,000.

VERIFICATION

STATE OF CONNECTICUT)
) ss.:
COUNTY OF NEW HAVEN)

GEORGE W. FLANIGAN, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

GEORGE W. FLANIGAN

Subscribed in my presence and sworn to before me by the affiant above named this 19th day of June, 1957.

J. F. DAVIES
Notary Public

My Commission expires April 1, 1962.

[Notarial Seal]

[fol. 2636]

I.C.C. EXHIBIT No. 10

This statement is verified. Unless written request for cross-examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

I. & S. Docket 6615

VERIFIED STATEMENT OF E. E. ALLSTATTER, TRAFFIC MANAGER OF THE SORG PAPER COMPANY OF MIDDLETOWN, OHIO.

My name is E. E. Allstatter, and I have been affiliated with the Sorg Paper Company of Middletown, Ohio for the past 22 years, presently occupying the position of Traffic Manager. My duties require direct and personal supervision of the transportation of our inbound and outbound products, including export and import traffic.

I am familiar with the issues involved in Investigation and Suspension Docket 6615 and on behalf of the Sorg Paper Company submit this Verified Statement in support of the proposed Equalization of Export and Import rates through North Atlantic Ports.

The Sorg Paper Company, with plant and offices at 900 Manchester Avenue, Middletown, Ohio, are producers of a wide variety of paper products such as printing paper, wrapping paper, paper dishes, tissue paper, flame-proof paper, etc.

[fol. 2637] Our interest in the instant proceedings stems from the fact that we have both Export and Import tonnages from and to our plant location at Middletown, Ohio.

Import tonnage consists primarily of Woodpulp from Scandanavian Countries—the amount of which will vary dependent upon market conditions, however it usually follows a steady pattern of from 10,000 to 15,000 tons per annum.

This tonnage is all purchased F.O.B. Baltimore, Md., because of the existing differential existing in connection with import rates from that port as compared with Philadelphia, New York and Boston. In actual practice the tonnage moves via Baltimore, Md. or Portland, Me., via the latter port over differential routes through Canada. Both of these ports have precisely the same Import rates on Woodpulp to Middletown, Ohio.

Export tonnage of the Sorg Paper Company consists of Wrapping Paper, Woodpulp Board and Printing Paper. Because of existing freight rates favoring these ports, this traffic moves via West Palm Beach, Fla., New Orleans, La. and Norfolk, Va.

The export business is variable but will average from 1,500 to 2,000 tons per year.

Since the steamship rates to the North Atlantic Ports are now uniform, the maintenance of port differentials on both Import and Export traffic defeats the prime purpose of these differentials when originally established, i.e., equalization of rail-water and water-rail transportation costs on traffic exported to and imported from foreign countries [fol. 2638] via these particular ports.

Speaking with respect to import traffic, it is most difficult to comprehend the reasonableness of an adjustment on Woodpulp which permits application of the same rate from Portland, Me. when via differential routes as currently in effect from Baltimore, Md., i.e., 67 cents per 100 pounds, including ExParte 206 (See Note), whereas from the ports of Boston, Mass. and New York, N.Y., which are geographically located between Portland, Me. on the one hand, and Baltimore, Md. on the other, a higher rate of 71 cents per 100 pounds, including ExParte 206, applies. (See Note).

The Sorg Paper Company favors the proposed equalization adjustment in that it will permit flexible use of these North Atlantic Ports both with respect to import shipments of Woodpulp and also export shipments of products, the latter to the extent North Atlantic Ports are normally used. This flexibility is most desirable from the standpoint of plant operations at Middletown and as to servicing our customers in foreign countries.

NOTE:

Import rates on Woodpulp from New York, N.Y. and Baltimore, Md., published in T.L. Tariff 79-C, ICC A-942. From Boston, Mass. in N.E.T.R. Tariff 20-C, ICC 362, and from Portland, Me. via differential routes in Canadian Freight Tariff 27-A, ICC 100.

Respectfully submitted,

(signed) E. E. ALLSTATTER

[fol. 2639]

VERIFICATION

CITY OF MIDDLETOWN)
)
COUNTY OF BUTLER) ss.
)
STATE OF OHIO)

E. E. Allstatter, being duly sworn, deposes and says that he is Traffic Manager of the Sorg Paper Company and that the foregoing statement is true and correct to the best of his information, knowledge and belief.

(signed) E. E. ALLSTATTER

Subscribed in my presence and sworn to before me by the affiant above named this 18th day of June 1957.

(signed) RUTH MAUPIN
Notary Public

My Commission expires on the 5th day of August 1957.

[fol. 2640]

I.C.C. EXHIBIT No. 11

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF FREDERICK W. FENNETT, ASSISTANT VICE-PRESIDENT AND GENERAL TRAFFIC MANAGER, SHARON STEEL CORPORATION, SHARON, PA.

[fol. 2641]

Before The

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

Equalization of Rates at North Atlantic Ports

VERIFIED STATEMENT OF FREDERICK W. BENNETT, ASSISTANT VICE-PRESIDENT AND GENERAL TRAFFIC MANAGER, SHARON STEEL CORPORATION, SHARON, PA.

My name is Frederick W. Bennett, I am Assistant Vice-President and General Traffic Manager of Sharon Steel Corporation with offices at Sharon, Pa. I am responsible for all traffic and transportation matters concerning this company.

The Sharon Steel Corporation has plants in Farrell, Pa., Lowellville, Warren, Niles, Ohio and Dearborn, Michigan, where we produce semi-finished steel and finished cold roll and stainless steel strip. We placed a new blooming and slab mill in operation in February 1957 which enables us to produce wide semi-finished slabs and billets making it possible to increase our export business.

At the present time approximately 95 percent of our export traffic is routed through the port of Baltimore due to the freight differential as compared with the ports of Philadelphia, New York and Boston. If the rates to all of these Ports were equal it would give us access to a greater [fol. 2642] number of sailings than we now have through the one port.

We are in favor of equal rates to the ports mentioned above, and if the ports are placed on an equal basis, we could handle a substantial amount of our export traffic

through the ports of New York, Boston and Philadelphia, as well as through the port of Baltimore.

Respectfully submitted,

FREDERICK W. BENNETT /s/

Frederick W. Bennett
Assistant Vice-President and
General Traffic Manager,
Sharon Steel Corporation

[fol. 2643]

AFFIDAVIT

STATE OF PENNA.)
) ss:
COUNTY OF MERCER)

FREDERICK W. BENNETT, being duly sworn, deposes and says that he is Assistant Vice-President, for Sharon Steel Corporation with offices at Sharon, Pennsylvania, that he has prepared the foregoing statement and that it is true to the best of his knowledge, information and belief.

FREDERICK W. BENNETT /s/

Subscribed and sworn to before me
this 6th day of June, 1957.

HARRY M. SAMPLE /s/
Notary Public
Sharon, Mercer County, Pa.
My Commission Expires January 9, 1959

SEAL

[fol. 2644]

I.C.C. EXHIBIT No. 12

This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

VERIFIED STATEMENT OF WILLIAM F. CONLIN, TRAFFIC MANAGER, SHENANGO FURNACE COMPANY, SHARPSVILLE, PENNSYLVANIA

[fol. 2645]

Before The

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

Equalization of Rates at North Atlantic Ports

VERIFIED STATEMENT OF WILLIAM F. CONLIN,
TRAFFIC MANAGER, SHENANGO FURNACE COMPANY,
SHARPSVILLE, PENNSYLVANIA

My name is William F. Conlin. I am Traffic Manager of the Shenango Furnace Company at Sharpsville, Pennsylvania. The Shenango Furnace Company has been in operation over fifty years and has plants at Neville Island, Pennsylvania, in the Pittsburgh District, and at Sharpsville, Pennsylvania. The Company is engaged in the production of pig iron and ingot molds. The plant at Neville Island produces ingot molds only, while the plant at Sharpsville produces both pig iron and ingot molds.

During the past year our export handling of pig iron has been substantial, and we expect to continue to handle a substantial amount of export pig iron to the foreign markets. [fol. 2646] Approximately one-fifth of our export traffic has moved via rail-barge through the port of New Orleans. The balance, or approximately four-fifths, of our export traffic moved exclusively through the port of Baltimore. The reason for using Baltimore rather than other North Atlantic ports is because the rate on export pig iron for rail movement from Sharpsville, Pennsylvania, to Baltimore is lower than the rate from Sharpsville to other North Atlantic ports. For example, the rate to Baltimore is $9.07 per gross ton; to Philadelphia the rate is $9.30; and to New York and Boston the rate is $9.76.

We would like to see the rates equalized to all the North Atlantic ports. As a practical matter, the export movement at the present time through the North Atlantic area

is limited to the Port of Baltimore because of the lower rate to that port. If the rates were equalized, my opinion is that all the North Atlantic ports would be used in the handling of our export traffic.

Respectfully submitted,

WILLIAM F. CONLIN /s/

William F. Conlin
Traffic Manager
Shenango Furnace Company

[fol. 2647]

AFFIDAVIT

STATE OF PENNSYLVANIA)
) ss:
COUNTY OF MERCER)

WILLIAM F. CONLIN, being duly sworn, deposes and says that he is Traffic Manager for the Shenango Furnace Company, with offices at Sharpsville, Pennsylvania, that he has prepared the foregoing statement and that it is true to the best of his knowledge, information and belief.

WILLIAM F. CONLIN /s/

Subscribed and sworn to before me
this 13 day of June, 1957.

WILLIAM L. WELDON /s/
Justice of the Peace
My Commission Expires Jan. 4, 1960

SEAL

[fol. 2648]

I.C.C. Exhibit No. 13

This Statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Before the

INTERSTATE COMMERCE COMMISSION

I. & S. Docket 6615

Verified Statement of R. B. O'Donnell, Traffic Manager of the Armco International Corporation of Middletown, Ohio. In Support of the Proposed Equalization of Export and Import Rates Through North Atlantic Ports.

My name is R. B. O'Donnell and I am presently employed by the Armco International Corporation, a wholly owned subsidiary of Armco Steel Corporation with headquarters at 703 Curtis Street, Middletown, Ohio. I have been affiliated with The Armco International Corporation for approximately twenty years and have held various positions in the Traffic and Sales Departments and presently occupy the position of Traffic Manager. I am thoroughly familiar with the issues involved in I. & S. Docket 6615.

The Armco International Corporation is the export organization of Armco Steel Corporation with Sales Offices and Fabricating Plants located in various foreign countries.

Armco Steel Corporation, the parent Company, are producers of wide varieties of steel plates, sheets, tubing, etc. [fol. 2649] with plants located at Butler, Pennsylvania;

Middletown, Ohio; Ashland, Kentucky; Kansas City, Missouri; Zanesville, Ohio; Piqua, Ohio; Baltimore, Maryland; Hamilton, Ohio; Houston, Texas and Sand Springs, Oklahoma.

The Armco Drainage & Metal Products, Inc., subsidiary of the Armco Steel Corporation, has numerous plants located throughout the United States and Canada.

Export shipments of steel sheets, plates, etc. are made from all of the ten plants listed above with the exception of Hamilton, Ohio and Sand Springs, Oklahoma. The following plants located at Ashland, Kentucky; Butler, Pennsylvania; Middletown, Ohio; Zanesville, Ohio and Piqua, Ohio are located within the so-called effected territory in I. & S. Docket 6615 proceeding.

Because of its geographic location export shipments are made from Kansas City, Missouri via the Gulf ports of Mobile, Alabama; New Orleans, Louisiana and Houston, Texas. As a matter of fact, all of the Gulf ports are available to us because these ports now have, and for many years have had, equalized rail rates in export traffic.

From the plants located at Ashland, Kentucky; Butler, Pennsylvania; Middletown, Ohio; Zanesville, Ohio and Piqua, Ohio, Armco Steel Corporation exports in excess of 100,000 tons of steel plates, sheets, etc. per year. On a major part of this tonnage the selection of the port of exportation is vested with The Armco International Corporation and a substantial portion of this traffic is routed via the Ports of Baltimore and Hampton Roads because of [fol. 2650] the existing three cent differential favoring these particular ports. Certain of the tonnage exported and the selection of the port of exportation is subject to direct bookings of the foreign purchasers, and here again it has been our experience the ports of Baltimore and Hampton Roads are used extensively.

Being familiar with the general circumstances and conditions under which the port differentials were originally established and having knowledge of the changed conditions existing today with respect to uniformity of water rates beyond the North Atlantic Ports, it is the position of The Armco International Corporation that the equali-

zation of export and import rates as contemplated in this proceeding i.e., establishing the Baltimore rates to North Atlantic Ports, New York, New York and North thereof, is a realistic and eminently justified revision if these ports are to become competitive for our traffic. Furthermore, it will permit a desirable flexibility of operation which will enable us to better serve our customers.

The Armco International Corporation for whom I speak favors the proposed adjustment.

Respectfully submitted,

/s/ R. B. O'DONNELL
Traffic Manager

[fol. 2651]

VERIFICATION

STATE OF OHIO)
) ss:
COUNTY OF BUTLER)

RICHARD B. O'DONNELL, being duly sworn, deposes and says that the foregoing statement is true, except as to matters and things, if any, stated as opinion or on information and belief, and that as to those matters and things, he believes them to be true.

/s/ R. B. O'DONNELL

Subscribed in my presence, and sworn to before me by the affiant above named, this 17th day of June 1957.

/s/ O. E. MORRIS
O. E. Morris, Notary Public, Butler Co., Ohio
My Commission Expires Dec. 4, 1959

SEAL

[fol. 2652]

I.C.C. Exhibit No. 14

BEFORE THE
INTERSTATE COMMERCE COMMISSION

I. & S. DOCKET 6615

EQUALIZATION OF RATES
AT NORTH ATLANTIC PORTS

Verified Statement of
Union Carbide Corporation
in Support of
Railroads Proposing Equalized Rates

Dated at New York, N. Y.
June 20, 1957

Prepared by:

F. C. Tighe, Traffic Manager
Union Carbide Corporation
30 East 42nd Street
New York 17, N. Y.

Note: This statement is verified. Unless written request for cross examination is received by affiant or his attorney not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

[fol. 2653]

BEFORE THE
INTERSTATE COMMERCE COMMISSION

I. & S. DOCKET 6615

Verified Statement of F. C. Tighe, Traffic Manager, Union Carbide Corporation, in support of railroads proposing equalized rates.

The Union Carbide Corporation by this verified statement records itself in favor of equality of import and export rates at New York, Philadelphia, and Baltimore on traffic destined to or originating at interior points in central midwest territory. Union Carbide, particularly on its inbound import movements of chrome ores, manganese ores and other ores used in its metallurgical operations, is, by reason of the present rate differentials discriminating against New York, being denied the flexibility of using New York as a port of entry for these ores. The large volume movements of these import ores make it desirable from the standpoint of the public interest, as well as Union Carbide's interest, to have equality of rates at New York, Philadelphia and Baltimore, which would enable a free choice of ports with attendant benefits of equable distribution of tonnage, balanced distribution of railroad equipment, and more favorable scheduling from port to plant to avoid bunching, demurrage, and delays in unloading.

Specifically, Union Carbide Corporation during the calendar year 1956, moved a total of 378,438 gross tons of import chrome and manganese ores via New York, Philadelphia, and Baltimore to its metallurgical plants at Ashtabula, (Ceico) Ohio, Alloy, W. Va. and Marietta, Ohio, all of which are located in the differential rate territory involved in I. & S. 6615.

[fol. 2654] Following is a summary of the distribution of this tonnage:

CHROME AND MANGANESE ORES
(Gross Tons of 2,240 Pounds)
YEAR 1956

To:	*New York*	*Philadelphia*	*Baltimore*
Ashtabula (Ceico), Ohio	2,926	—	136,291
Alloy, W. Va.	—	—	56,235
Marietta, Ohio	—	6,348	176,638
TOTALS	2,926	6,348	369,164

It will be seen that of the total tonnage moved to these plants, less than 1% moved via the port of New York and less than 2% moved via the port of Philadelphia.

During 1956 the differential spread in the rates on chrome and manganese ores to Ashtabula, Alloy and Marietta was 60 cents per gross ton—New York over Baltimore, and 20 cents per gross ton—Philadelphia over Baltimore. This differential, by reason of changes under Ex Parte 206, has been increased to 64 cents per gross ton—New York over Baltimore, and 21 cents per gross ton—Philadelphia over Baltimore.

These basic ores arrive in ship-load quantities from origin sources in Africa, India, South America, Cuba, Mexico, the Philippines and Turkey. The ships will come to whatever port is designated by us. Frequently while shipments are en route, it is not known to what inland plant they will ultimately be sent. Accordingly, and in order to avoid penalty in the inland rate, the ships are ordered to the lowest-rated port, i.e. Baltimore, Md.

[fol. 2655] At an equality of inland rates from all three ports, it would be possible to allocate ships freely, according to the port's ability to accommodate them. If such were the case, it would simplify the pattern of distribution and enable a more equitable allocation of cars required at ship's side for movement inland. Congestion at the ports could thus be avoided, as well as bunching at the destination plants.

It is our opinion that the basis for differential rates at Baltimore and Philadelphia has long since disappeared. These ports have matured into first-class areas, with excellent ship-handling facilities, and with world-wide service. There is no real reason for the preservation of rate differentials having their roots in the days of long ago when ship-owners were loathe to service "outports" and when such ships as did serve Baltimore and Philadelphia had to offer incentive rates in order to influence tonnage to those ports.

There is no reason why the port of New York should not be permitted to establish import and export inland rates equal to those applicable from and to Baltimore.

A series of general freight rate increases in inland railroad rates since 1946 has substantially raised the level of import and export rates, and the remedy to the situation does not lie in a further increase in the Baltimore-Philadelphia rates to the New York basis. Rather, the situation is keyed upon the removal of the rate penalty which has plagued the port of New York since the earlier days when Baltimore was an outport.

While it is true that the short-line rail distances between Baltimore and many of the inland points in central territory are lower than those from Philadelphia and New York, nevertheless this difference is not substantial enough to warrant preferential treatment for Baltimore or prejudicial treatment to New York. At other ports throughout the United States such mileage differences are disregarded in favor of port equalization. All ports are thereby given [fol. 2656] an opportunity to participate in the available tonnages. There is no reason for the adoption of different principles at New York, Philadelphia and Baltimore; and the Commission should allow the New York Railroads to meet at equal rates the competition of Baltimore and Philadelphia. It is unjust and unreasonable to do otherwise. Union Carbide Corporation urges that the Commis-

sion decide the issues in I. & S. Docket 6615 in favor of the respondent railroads serving the port of New York.

Respectfully submitted,

Union Carbide Corporation
30 East 42nd Street
New York 17, N. Y.

By: /s/ F. C. Tighe
F. C. Tighe
Traffic Manager

Dated at New York, N. Y.
June 20, 1957

[fol. 2657]

AFFIDAVIT

State of New York)
) ss:
County of New York)

F. C. Tighe, being duly sworn, deposes and says: that he has prepared the foregoing statement, and that same is true and correct as he verily believes.

/s/ F. C. Tighe
F. C. Tighe

Subscribed and sworn to before me this
SEAL 20th day of June, 1957

/s/ Raymond W. Hardy

Dated at New York, New York
June 20, 1957

[fol. 2658]

I.C.C. EXHIBIT No. 15

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

TESTIMONY OF ROGER H. GILMAN, DIRECTOR OF PORT DEVELOPMENT, THE PORT OF NEW YORK AUTHORITY

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D.C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

[fol. 2659]

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

TESTIMONY OF ROGER H. GILMAN, DIRECTOR OF PORT DEVELOPMENT, THE PORT OF NEW YORK AUTHORITY

Q. Will you please give your name, your position, and a brief statement of your transportation experience?

A. My name is Roger H. Gilman. I am employed by The Port of New York Authority at its headquarters, 111 Eighth Avenue, New York 11, N. Y., in the capacity of Director of the Port Development Department. I am an engineering graduate of Harvard University.

My experience in transportation and traffic matters has been obtained primarily during my employment with the Port Authority in the work and studies made in connection with its port protection, promotion, planning and development activities covering the improved flow of traffic in, out and through the New York-New Jersey Port District. I have been in the employ of the Port Authority twenty years. I have served in my present capacity about three and a half years and prior to that time was assistant to my predecessor for eight years.

[fol. 2660]

I. DESCRIPTION OF THE PORT OF NEW YORK AUTHORITY

Q. What is The Port of New York Authority?

A. The Port of New York Authority is "a body corporate and politic" created in 1921 by compact between the States

of New York and New Jersey, with the approval of the Congress of the United States. The two States established the Port Authority as their joint agency for the purpose of unifying, promoting and developing the New York-New Jersey Port District.

Under the 1921 Port Compact, the Port Authority may intervene in any proceeding affecting the commerce of the port. It is also empowered to "petition any interstate commerce commission . . . or any other Federal, municipal, state or local authority, administrative, judicial or legislative . . . for the adoption and execution of any physical improvement, change in method, rate of transportation, system of handling freight, warehousing, docking, lightering or transfer of freight which in the opinion of the port authority may be designed to improve or better the handling of commerce in and through said district or improve terminal and transportation facilities therein."

Q. What led to the creation of The Port of New York Authority?

A. The idea of a port agency which would represent both the States of New York and New Jersey and would develop the port as a unit was suggested by the Interstate Commerce Commission in its decision in the *New York Harbor Case*, 47 I.C.C. 643, at page 733, where the Commission said:

> "It is necessary that the great terminals at the port of New York be made practically one, and that the separate interests of the individual carriers, so long an insuperable obstacle to any constructive plan of terminal development, be subordinated to the public interest."

[fol. 2661] In a matter of months following the ICC decision, the Legislatures of the two States appropriated funds for a study by a Commission appointed for that purpose which was known as the "New York-New Jersey Port and Harbor Development Commission." That Commission's studies were completed and the results published in a report in 1920. This in turn led to the establishment in the following year of The Port of New York Authority

under statutes passed in the Legislatures and approved by the Governors of the two States.

II. DESCRIPTION OF THE NEW YORK-NEW JERSEY PORT DISTRICT

Q. Do you have a map showing the New York-New Jersey Metropolitan Area?

A. Yes. Exhibit No. —— (A) is a map which embraces the Port of New York District. This is a railroad terminal map which the Port Authority has prepared and distributed, showing how the different railroads reach the Port District. The heavy black dotted line near the four edges of the map shows the limits of the Port District as defined by metes and bounds in the statutes by the States of New York and New Jersey when they established The Port of New York Authority. This map portrays the bi-state area including the more than 200 municipalities which make up the New York-New Jersey Port District. The area embraced in this district measures about 1500 square miles within a radius of about 25 miles of the Statue of Liberty. The total population of this area amounts to almost 13 million people.

A. SUB-PORTS IN NEW YORK HARBOR

Q. Will you describe briefly some of the features of the port area?

A. I would like to invite attention to the fact that my Exhibit —— (A) shows that many individual municipalities located on the waterfronts of the Hudson River, East River, Harlem River, Hackensack River, Passaic River, Lower New York Bay, Upper New York Bay and the so-[fol. 2662] called New York and New Jersey Channels are actually sub-ports within the New York-New Jersey Harbor. They represent communities both in New York and New Jersey, since they lie on both sides of the harbor waters. As a consequence, whenever reference is made to the port of New York, it should be borne in mind that this harbor is truly "a port of many ports."

For example, my exhibit shows such leading New Jersey waterfront municipalities as Edgewater, Weehawken, Ho-

boken, and Jersey City, located along the western bank of the Hudson River. Also in New Jersey and located on Newark Bay are such important waterfront cities as Newark, Kearny, Elizabeth and Bayonne. Still in New Jersey and located along the Arthur Kill, which is the narrow body of water separating Staten Island in New York State from the New Jersey mainland, are such important communities as Linden, Carteret, and Woodbridge. Along the Raritan River on the New Jersey side of the harbor are Perth Amboy, Raritan, Sayreville and South Amboy. It should be noted that all of these municipalities are located on the westerly side of the harbor and are served directly by the tracks of the New York harbor railroads.

As the map exhibit further shows, the New York portion of the port of New York covers a large area. It is made up of the five boroughs of New York City—Manhattan, Queens, Brooklyn, the Bronx and Richmond (usually referred to as "Staten Island"). Other municipalities with waterfront contiguous to the Hudson River are: Yonkers, Hastings-on-Hudson, Dobbs Ferry, Irvington and Tarrytown. Still within the Port District and located on the north shore of Long Island Sound are the Westchester County communities of Larchmont, Mamaroneck and Rye.

Q. Do you have an exhibit showing the population and land area of the New York-New Jersey Port District?

A. Yes. Exhibit No. —— (B) shows the population and [fol. 2663] land area relationship of the Port of New York District to the States of New York and New Jersey as well as to the United States for the years 1930, 1940 and 1950. This has been supplemented to show the estimated population for the year 1955.

The District includes most of the nine counties in the northeastern part of New Jersey as well as nine counties in southerly New York State. The exhibit shows an alphabetical index of the various civil divisions, the county and state in which they are located, together with more specific detail as to land area, population and form of government.

B. RAILROAD AND STEAMSHIP FACILITIES AT NEW YORK HARBOR

Q. Will you please describe the railroad facilities at the port of New York?

A. These are shown in Exhibit No. —— (A). The areas in red show railroad terminals in various parts of the Port District. All of the railroads reach all parts of the harbor by lighterage. The harbor waters thus constitute what the Interstate Commerce Commission has referred to as "an elastic water belt line." This has the advantage of giving every railroad direct access to every ocean vessel in every part of the harbor.

The lighterage limits for this water belt line are indicated by the red letter "L" on the map and are in accordance with the description published by the New York Railroads in Agent Boin's Tariff 116-G ICC A-1108. You will notice that one of these limits is immediately north of the George Washington Bridge on the New Jersey side and south of the Bridge on the New York side of the Hudson River. A further limit is the Jerome Avenue bridge on the Harlem River and the Harlem River side of Randall and Ward Islands. Another is located along the easterly side of Staten Island at the Narrows. On the Queens and Brooklyn shore, the lighterage limits start at Pot Avenue, Astoria and extend southward to 69th Street Brooklyn which is in the vicinity of the Narrows. The lighterage limits also extend south to Perth Amboy on the New Jersey side of [fol. 2664] the Arthur Kill, to the northwest corner of Staten Island on Newark Bay and to the Belleville Turnpike on the Passaic and Hackensack Rivers. This includes all of Newark Bay.

Q. How extensive is the waterfront and how many piers and harbor vessels are there in the port of New York?

A. The navigable waterfront consists of 650 miles. There are 200 piers, of which 130 are shedded. These piers are capable of berthing over 400 ships at one time. There are over 4,000 shallow draft harbor vessels including tugboats, carfloats, lighters, barges and scows. In addition, there are 100 heavy lift derricks with individual lifting capacities up to 250 tons.

Q. Do you have an exhibit showing the railroad and steamship terminals at the port?

A. Yes. Exhibit No. —— (D) is a map portraying the principal steamship and railroad terminals located within the area. The reverse side of this map exhibit shows an enlargement of various sections of the waterfront area, with the key showing an index to principal pier facilities. For example, at the righthand side, in the middle of this map, it will be noted that there are light-colored numbers within black circles. Please note Newark No. 1 and then go to the left of the exhibit where you will see Panel No. 1, which is an enlargement of the Port Newark Marine Terminal and shows the streets and avenues leading to the waterfront facilities. As another example, look at Weehawken, identified by a light-colored 4 outlined by a black circle, and see Panel 4 of the exhibit, which is an enlargement of the Weehawken waterfront. Panel 4 identifies the piers by numbers and shows the rail trackage and railroads serving some of the piers, and also the streets and avenues adjacent to the piers.

[fol. 2665] Q. Do the railroads which have published equalized rates serve these various waterfront facilities?

A. Yes, they do. Most of the railroads reach the municipalities on the New Jersey side of the harbor with their own rails or by lighter. For example, Edgewater is served by the rails of the New York, Susquehanna and Western, and the New York Central (West Shore). Weehawken is served by the New York Central, the Erie and, until recently, by the New York, Ontario and Western. Hoboken is served by the Delaware, Lackawanna and Western, the Erie, the New York Central and the Hoboken Shore Railroad. Jersey City is served by the New York Central, Erie, Lehigh Valley and Delaware, Lackawanna and Western Railroads. Port Newark is served by the Lehigh Valley. The New York Central reaches Manhattan Island in New York City with its own rails along the west side of the Island where it maintains freight facilities and stations and also has its rails reaching down the center of the Island which are used for passenger and related business to and from the Grand Central Terminal at 42nd Street. The New Haven reaches the Bronx with its own rails and

has passenger service all the way to Grand Central Terminal at 42nd Street in Manhattan. These waterfront municipalities are all served by lighter or carfloat, thus making available direct connections between all the railroads and the steamship lines.

I might add for clarification that the Pennsylvania Railroad, which is here opposing the equalization of the rates, is also an important rail factor, serving Jersey City and Port Newark. Likewise, the Baltimore and Ohio Railroad, which is another carrier opposed to the equalization of rates, is an important railroad with direct rail connections to and from the Borough of Richmond in New York City. This railroad also reaches Jersey City. Port Newark and Jersey City are also served by the Jersey Central Lines who are not a party to this proceeding.

[fol. 2666]

C. INTEGRATED NATURE OF THE NEW YORK-NEW JERSEY PORT DISTRICT

Q. What can you say as to the integrated nature of the Port District?

A. It is not only a legal unit under the terms of the 1921 Port Treaty but, as the Commission stated in its 1917 decision, it is to a very great extent also a geographical, social and economic unit.

The State boundary which runs down the middle of the Hudson River has no economic significance. It is merely a political boundary. Both sides of the harbor are part of the same port. Some ocean steamship lines dock on one side of the port and some on the other. From time to time, various steamship lines transfer their operations from the New York to the New Jersey side of the harbor or vice versa. Because of the economic unity of the area, such shifts can be accomplished by the steamship lines on the basis of the best location for their own operations.

Hundreds of thousands of workers in New York have their homes in New Jersey and commute daily. Many thousands more—and this is increasingly true—live in New York and commute daily to New Jersey for their work. The different parts of the Port District are linked together

not only by the harbor waters but by ferries, tugboats, barges, bridges and tunnels. The easy and convenient interchange between the two sides of the harbor is facilitated by a $3 billion integrated 600-mile arterial highway network including bridges and tunnels over and under waterways such as the Hudson and East Rivers, and the Arthur Kill and Kill Van Kull between Staten Island and the New Jersey mainland.

Q. Are there other ports which are also divided by harbor waters?

A. Yes. Among the ports which are similarly split by a river, canal or other natural waters are Boston, Philadelphia, Baltimore, Hampton Roads, Mobile, New Orleans, Houston, Galveston, Los Angeles, San Francisco, Portland, Ore. and Seattle, Wash.

[fol. 2667]

III. IMPORTANCE OF THE PORT OF NEW YORK TO THE COMMUNITY AND TO THE NATION

Q. Has the Port Authority made studies as to the importance of trade and commerce to the port of New York?

A. Yes. About three years ago, the Trade Economist in the Port Development Department of the Port Authority undertook an extensive research project to determine the importance of the New York-New Jersey port in providing jobs and income. The results of that study were given wide distribution in a May 1956 report entitled, "The Port and the Community," which is my Exhibit No. ——, (C).

This brochure discloses for the first time the far-reaching effects of direct port employment on other people in the Port District and the community as a whole. It shows that port jobs provide livelihood for at least 430,000 people; that the handling of waterborne commerce produces support for one out of four people who live in the Port District and more than a fourth of the total wages earned in the Port District.

Q. What has been the importance of the port of New York from the standpoint of the nation as a whole?

A. For over 125 years, and particularly in times of war,

the port of New York has been the most important port in the United States. In a publication known as "Mill Supplies," issued in June 1945 (title page of which is reproduced as Exhibit No. —— (C.G.) and the entire text of which will be available at time of hearing), General Brehon Somervell, who commanded the Army Service Forces during World War II, reported on the tremendous distributing job which was accomplished during the war in supplying the overseas forces. He stated in that report:

> "Now, some of that story can be told. Here, the 'Atlantic Coast Port' that figured in so many news dispatches is revealed as the New York Port of Embarkation—from which sailed half of our armies overseas and a third of their supplies. More than 60,000 people—half military, half civilian—have been engaged in this tremendous job."

[fol. 2668] The Port of Embarkation is but a small part of the New York-New Jersey harbor. Wartime activities encompassed the entire New York-New Jersey port area. Whole convoys of merchant ships loaded cargo on piers throughout the Port District, assembled within the protection of the harbor and sailed for overseas destinations under immediate protective escort of the U. S. Navy. No other port on the east coast of the United States had such comprehensive facilities for large convoys.

Q. Are you familiar with the expenditures that have been made on Federal channel projects in New York Harbor?

A. Yes. We have determined that as of June 30, 1956, the Federal expenditures that have been made on Federal channels in this harbor since 1905 are as follows:

For construction, maintenance and operation of channels in which foreign commerce is handled	$175,618,116
Expenditures for construction, maintenance and operation of channels in which domestic and local commerce is primarily handled	$20,686,867
Total expenditures for navigation projects in New York Harbor	$196,304,983

Q. Will you discuss the entrance channel depths at the port of New York and their significance?

A. By authorization of the Congress in 1937, the main shipping entrance from the Atlantic Ocean into the New York-New Jersey harbor has an authorized depth of 45 feet. This is designed to provide direct access to the harbor for all ships afloat, including passenger superliners, tankers, bulk cargo ships as well as the largest warships.

A second direct access to the entire harbor is also available by means of the New York and New Jersey channels extending from the Lower Bay to the Upper Bay through the waterway separating Staten Island from the New Jersey mainland. The authorized depth of this channel is [fol. 2669] 35 feet. However, at the direction of the Public Works Committee of the United States House of Representatives, the District Engineer of the U. S. Army Corps of Engineers held a hearing in March 1957 to determine the adequacy of the authorized channel dimensions particularly in the light of future commerce requirements.

A third direct water access to the harbor is available from Long Island Sound through the East River which has a channel depth of 35 feet. Thus, with the authorization of the Congress, the New York-New Jersey port has three major channels providing water access to the entire harbor. Their value to this nation in time of peace and war is incalculable.

IV. DECLINE IN FOREIGN TRADE TONNAGE AT THE PORT OF NEW YORK

Q. Does the Port Authority keep in close touch with the past and current volumes of oceanborne foreign trade at the port of New York as compared with that at competing ports?

A. Yes. Within the Port Development Department, of which I am the Director, we have a trade research and analysis staff which compiles and analyzes this data on the basis of material obtained from the U. S. Army Corps of Engineers and the Bureau of the Census.

Q. Do you have an Exhibit showing total oceanborne exports and imports for the United States as a whole and for the port of New York?

A. Yes. I have had prepared my Exhibit No. —— (D.G.) which shows that New York's share of the total tonnage has dropped from 28.6 percent in 1923 to 14.0 percent in 1956.

The extent of New York's decline is clearly evident when it is realized that for the first time since the port of New York assumed its leading role in the early part of the last century, New York is now in third place among all United States ports in the volume of total oceanborne foreign commerce. In 1956 New York trailed the Virginia ports and Philadelphia.

[fol. 2670] Q. To what do you attribute this decline in New York's share of the tonnage?

A. We have given consideration to all the possibilities and we are driven to the conclusion that New York's rail rate handicap is the primary reason why our import-export tonnage is steadily declining, while the import-export tonnage of competing ports is steadily increasing. There can be no doubt but that New York has facilities for handling export-import traffic at least equal to, and in some cases superior to, facilities at competing ports. In the last analysis, if it costs more money to ship via the port of New York than via competing ports, the traffic will tend to move through the lower-rated ports. We find that this is continuing at an accelerated pace and we therefore wholeheartedly support the railroads here who are trying to bring about some degree of equalization between New York and the ports with which it competes.

V. EXPENDITURES FOR PORT PROMOTION AND DEVELOPMENT AT NEW YORK AND COMPETING PORTS

Q. Does the Port Authority have a program for promoting and developing the movement of commerce through the port of New York?

A. Yes. Some years ago, the Port Authority established and is today operating five special trade development offices for the purpose of assisting shippers by providing up-to-date information and other services in the routing of their commerce through the port of New York. These offices are located in Chicago, Cleveland, Washington, D. C.,

Rio de Janeiro in Brazil, and on lower Broadway in the heart of the foreign trade and shipping center of downtown Manhattan. Our trade development personnel contact many thousands of shippers each year in their respective territories.

Q. Are other ports undertaking similar port promotion activities?

A. Yes. Particularly during the past 10 years, every major port along the Atlantic and Gulf coasts has undertaken extensive trade development programs, some of which are more comprehensive than others: Exhibit No. [fol. 2671] —— (O) lists the annual expenditures by various ports in their port promotion activities.

I want to emphasize that many of the ports which have the differentially lower rail rates are stressing this advantage in the promotional material which they are distributing to shippers. Exhibit No. —— (N-1) shows typical advertising and promotional literature publicizing the rate advantage enjoyed by competing ports and highlighting the rate disadvantage under which the port of New York labors.

Q. Could New York's decline in tonnage be attributed to greater expenditures for promotion and development by competing ports, rather than to the rail rate differentials favoring those ports?

A. No. Exhibit No. —— (C-1), consisting of four pages entitled "Development of Port Facilities at North American Seaports," includes all known funds spent or committed by the port of New York and competing ports in the 10-year postwar period from January 1, 1946, to December 31, 1955. The port development expenditures are broken down into two categories: general cargo facilities, which include all piers, wharves and sheds used primarily for the handling of general cargo; and special facilities, which include terminals for handling any cargo in bulk, grain elevators, waterfront warehouses and other ancillary facilities. Each category is further divided into new construction and modernization and rehabilitation. New construction is defined as entirely new work or complete rebuilding which creates new ship berths; modernization and

rehabilitation cover such items as additions and improvements to existing facilities, and any restorative work which does not result in the addition of new ship berths.

It will be noted from the exhibit that the competitive ports to the south of us are also spending substantial sums [fol. 2672] on port development. For example, Philadelphia shows $33,810,000; Baltimore, $32,595,000; New Orleans, $27,990,000; Newport News, Va., $24,015,000; Houston, Tex., $15,220,000; Savannah, Ga., $10,100,000. These expenditures cover both general cargo facilities and specialized facilities.

The New York-New Jersey port has spent $114,630,000. This is almost as much as all the other North Atlantic ports combined and much more than all the Southern ports combined. Thus, our tonnage decline, which is still continuing, cannot have been caused by lack of expenditures for port promotion and development at New York.

VI. POSITION OF THE PORT OF NEW YORK AUTHORITY

Q. What is the position of The Port of New York Authority in this proceeding?

A. The Port of New York Authority is supporting the railroads serving New York which have published reductions in their rail rates on import and export traffic to and from the affected territory. The decline in foreign tonnage moving through New York during recent years (which will be shown by witness Jerome Gilbert), makes it clear that these rail rate reductions are necessary in order to enable the New York carriers to compete on more nearly equal terms with the competing railroads serving ports to the South. Since the ocean rates to and from all Atlantic and Gulf ports are now generally equalized (as will be explained by witness E. K. Laux whose testimony follows mine), there can be no justification for continuing the rail rate-differential handicap against New York.

The reduced rates proposed by the New York carriers are the same as the rates presently applicable on almost all traffic through the ports of Baltimore and Hampton Roads and the same as the rates applicable on some traffic

through the South Atlantic and Gulf ports. Although the South Atlantic and Gulf ports will still continue to have a very substantial advantage in rates on a very large [fol. 2673] segment of their import and export traffic, the reduced rates published by the New York railroads will at least reduce the handicap of the New York carriers to some extent and improve their opportunity to compete.

The Port Authority opposes the reductions in the rail rates published by carriers serving other ports to the extent they would result in rates lower than those proposed through New York. Since the ocean rates have been equalized to all the ports, there is no longer any competitive necessity or justification for any one port to have a rail rate advantage over any other port.

The State of New York, The City of New York and The Port of New York Authority have worked closely together on this matter by supporting the New York railroads in their efforts to adjust their import-export rates to enable them to compete with the railroads serving ports to the south of New York.

I have been authorized to state that the organizations whose names appear in Appendix A hereto join in this statement of position. All of these organizations either are parties to these proceedings or have filed petitions for leave to intervene.

[fol. 2674] VERIFICATION

CITY OF NEW YORK
STATE OF NEW YORK ss.
COUNTY OF NEW YORK

Roger H. Gilman, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: ROGER H. GILMAN

Subscribed in my presence and
sworn before me by the affiant
above named on this
11th day of June, 1957

Mildred C. Porth
Notary Public
My Commission expires 1959

SEAL

[fol. 2675] APPENDIX "A"

Belleville Manufacturers' Association

Bergen County Chamber of Commerce

Bloomfield Chamber of Commerce

Bronx Board of Trade, The

Chamber of Commerce, Garfield, New Jersey

Chamber of Commerce, Irvington, New Jersey

Chamber of Commerce of Eastern Union County

Chamber of Commerce of Northern Hudson County

Chamber of Commerce of the City of Newark

Chamber of Commerce of the State of New York

City of New York

Clifton Chamber of Commerce

Cold Storage Warehousemen's Association of the Port of New York

Commerce and Industry Association of New York, Inc.

Edgewater Chamber of Commerce

Hoboken Chamber of Commerce

Ironbound Manufacturers' Association, Inc.

Maritime Association of the Port of New York, The

Metuchen Chamber of Commerce, The

New Jersey Industrial Traffic League, Inc.

New York Board of Trade
New York Shipping Association, Inc., The
Queensboro Chamber of Commerce
Shippers' Conference of Greater New York
West New York Board of Trade
West Side Association of Commerce in the City of New York

1818

[fol. 2676]

(See opposite) ☞

Exhibit No. (C)
I&S Docket 6615
Witness Roger H. Gilman

(See opposite) ☞

The Port and the Community

A report on the economic importance
of the New York-New Jersey Port
to the people of the Port District

prepared by

THE PORT OF NEW YORK AUTHORITY

Every ship that enters or leaves the New York-New Jersey Port means dollars and jobs for the people of the Port District.

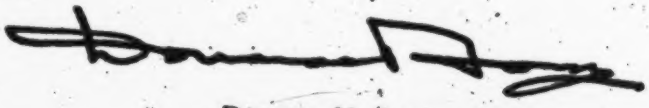
Foreword

This report on THE PORT AND THE COMMUNITY presents facts on the importance of the New York-New Jersey Port in providing jobs and income. It has been prepared by The Port of New York Authority, within its responsibilities for port development and promotion. How the residents of the Port District and the port are related is the subject of THE PORT AND THE COMMUNITY.

For many years, the Port Authority has pointed out that one person out of every ten employed in the Port District earns his livelihood in a job directly connected with the Port. As a result of new research and analysis, we have determined for the first time the far-reaching effects of this direct port employment on other people in the Port District and the community as a whole. The conclusions of the report indicate that the Port's handling of many millions of tons of waterborne commerce in an average year produces:

- Port jobs that provide livelihood for at least 430,000 people.
- Support for one out of every four people who live in the Port District.
- More than a fourth of the total wages earned in the Port District.

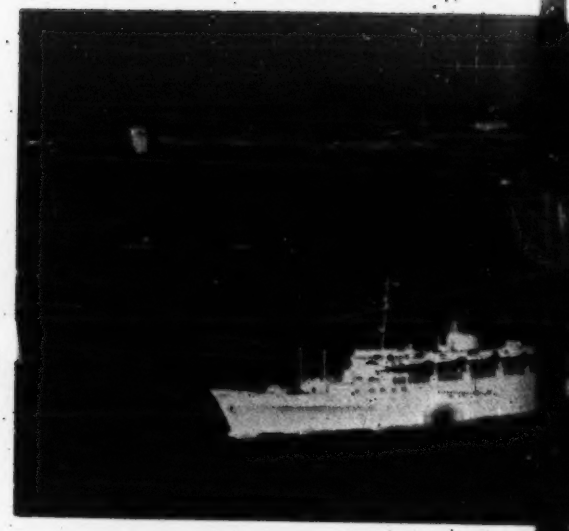
The report that follows gives a detailed story telling how these important conclusions were reached.



DONALD V. LOWE, *Chairman*
The Port of New York Authority

May 1956

The Port



From its earliest days, the wealth of our Port and its surrounding community has come from ships of the sea and the activities generated by the cargoes they carry to and from the Port. The Port itself might be called nature's supreme effort to provide man with magnificent avenues for the free flow of commerce. It is a great junction of ocean, rivers, bays and harbors reaching deeply into the surrounding 1,500 square miles of upland within the neighbor States of New York and New Jersey.

On these uplands, roughly within a radius of 25 miles from the Statue of Liberty, there are today over 200 municipalities, including the world's greatest city as well as small communities. The Port waters have been bridged and tunnels have been bored beneath them. The people of the Port District have devoted continuing energy to improve the natural advantages of the Port as a transportation crossroads for goods entering and leaving the United States. The waters and lands of this Port are joined in a unified economic community known as the New York-New Jersey Port District.

THE PORT OF NEW YORK — busiest port in the world — one ship arrival or departure every 20 minutes around the clock.

In the early days, salt winds blew over the uncluttered lands, and man's greatest concentration of activity was at the water's edge. As the Port prospered, however, these activities spread inland and great buildings soared skyward.

Yet the Port retains its vital impact on the welfare of the 13 million people who live in the metropolitan area of the two States today. Just how important the harbor is to us is measured in terms of the jobs and income the Port provides. This report, based on a study of waterfront employment and activities for an average post-war year (1953) examines the Port as an *employer* or job-maker first. Then it goes beyond jobs and income directly connected with the Port to see how the Port also provides economic support for about 3,120,000 people or *one out of every four* of the 13,000,000 who live in the Port District.

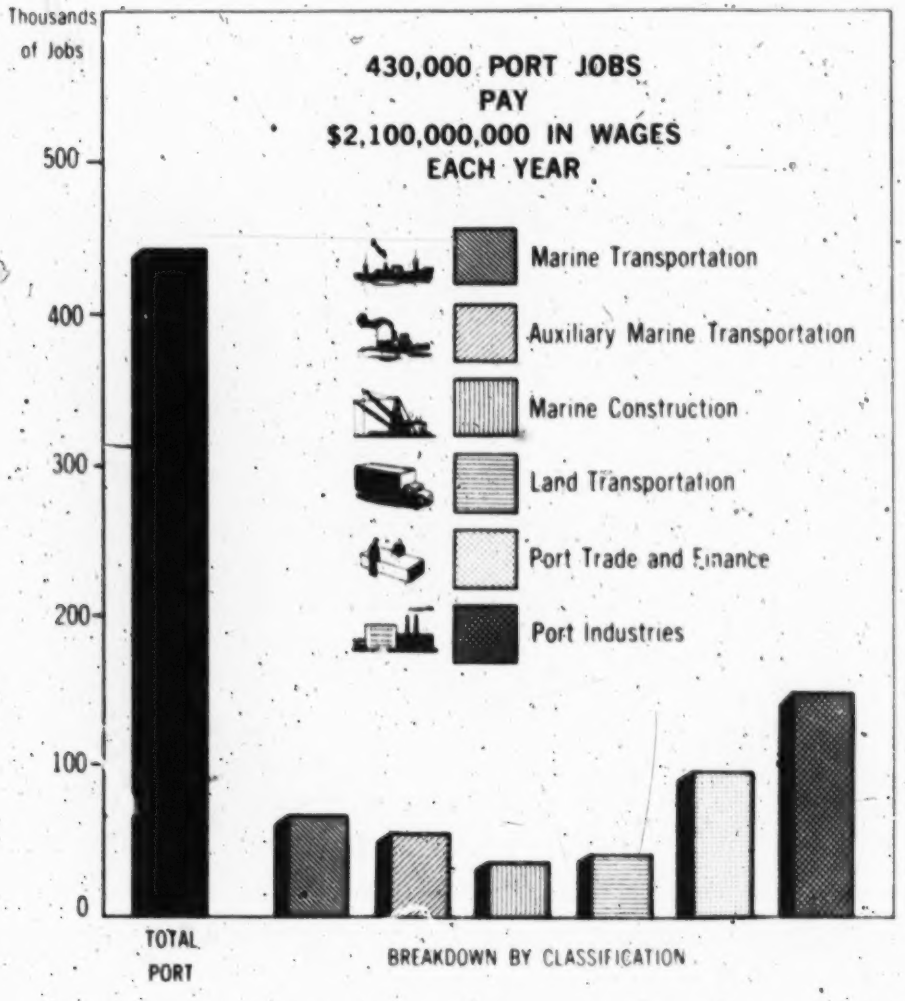
The Port as an Employer

To begin, let us look at Port jobs held by people who live in the New York-New Jersey Port District. There are at least 430,000 of these jobs in an average year. They provide wages of $2.1 billion a year as a result of the movement of 140 million tons of commerce into, out of and through the Port each year. They may be classified into six basic divisions:

- Marine Transportation
- Auxiliary Marine Transportation
- Marine Construction
- Land Transportation
- Port Trade and Finance
- Port Industries

All of these jobs provide income that finds its way back into Port District markets. They are jobs that would not exist in the New York-New Jersey Metropolitan Area if it were not for the harbor.

The number and kinds of jobs within the separate divisions of employment, and the income they produce, are to be considered next. It must be noted that the employment reported is limited to jobs existing only because of the commerce developed by the harbor. Although the value of the Port in our local economy is enhanced by other businesses and activities related in substantial degree to the Port and its many transportation services, these are not considered here. Such Port activities as the Port District's three major airports where *24,500 people* work and earn *$135 million a year*, and, in turn are reflected back into the general economy, are therefore not included in the following pages.



Marine Transportation

66,400 Jobs

The marine transportation industry provides 66,400 jobs with a total payroll of $428,900,000 a year for people living in the New York-New Jersey Port District.

On board ship and ashore 52,100 people work for the shipping lines that carry 44 per cent of the total value of United States oceanborne foreign commerce. Another 6,700 people in the Port District work in the coastwise and intercoastal trade, which involves the movement of cargoes by ship between our Port and other ports in the United States.

	Annual Average Employment	Total Annual Payroll
Ocean Transportation	52,100	$337,432,600
Coastwise and Intercoastal	6,700	49,251,900
Rivers and Canals	2,000	11,599,800
Local Water Transport	5,600	30,644,600
	66,400	$428,928,900

Cargo movements along the New York State Barge Canal give work to over 2,000 people in the Port Area. They are a part of the operation of the canal tugs and barges that provide low-cost access to upper New York State and the Great Lakes.

Within the harbor proper, 5,600 Port workers pilot ocean vessels to and from their berths and operate the 2,500 lighters, carfloats and tugs that enable goods to be moved promptly and efficiently.

Industrial Occupation

OCEAN TRANSPORTATION — employees engaged in ocean transportation — ashore and afloat — of freight and passengers between the United States and foreign countries, not counting foreign sailors.

COASTWISE AND INTERCOASTAL — employees engaged in transporting freight and passengers between one U.S. port and another, including territories of the U.S.

RIVERS AND CANALS — employees engaged in transporting freight and passengers on inland waterways.

LOCAL WATER TRANSPORT — employees operating lighterage, tugboats, pilotage and ferryboats in local waters.

Auxiliary Marine Transportation

65,200 Jobs

The work of receiving ships and their cargoes and preparing them for departure from Port provides 65,200 jobs, with an annual payroll of $255,300,000.

The never-ending tasks of moving goods and passengers to and from shipside, policing and operating the docks, conducting marine salvage and surveying, require the labor of 35,600 people.

While cargo is being transferred, the provision of supplies — bunker oil, food, stores and the like — required by the vessel on its voyage calls for the

	Annual Average Employment	Total Annual Payroll
Marine Terminals	35,600	$130,257,900
Services Auxiliary to Water Transport Performed by Government	8,000	34,990,100
Customs Brokers and Freight Forwarders	7,100	26,358,500
Maritime Supplies	14,500	63,673,200
	65,200	$255,279,700

work of 14,500 people. Another 7,100 persons, working for Customs brokers and freight forwarders, perform essential tasks in bringing ocean cargoes to their receivers.

Many of the auxiliary services necessary to operate a Port are performed by government agencies. Customs, immigration and harbor administration and maintenance are carried on by 8,000 government employees residing in the Port District.

Industrial Occupation

MARINE TERMINALS — employees performing services to water transport companies such as stevedoring, cargo checking, surveying, protection, marine salvage, dock operation and waterfront terminals.

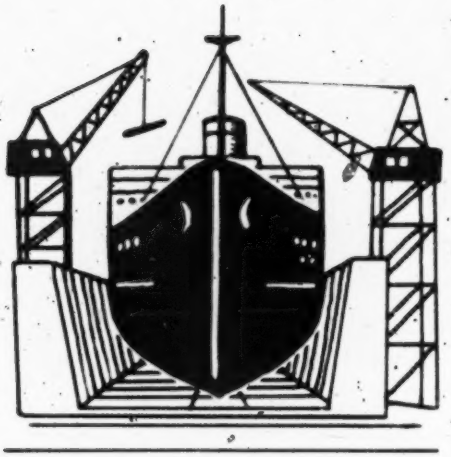
SERVICES AUXILIARY TO WATER TRANSPORT PERFORMED BY GOVERNMENT — services performed by civilian employees of government including customs, immigration, harbor maintenance, quarantine, protection and administration. Also includes foreign consulates.

CUSTOMS BROKERS AND FREIGHT FORWARDERS — employees engaged in forwarding goods from shipper to receivers, including packing, crating, and preparing goods for shipment.

MARITIME SUPPLIES — employees working for firms supplying equipment and supplies to vessels.

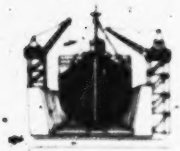
Marine Construction

34,100 Jobs



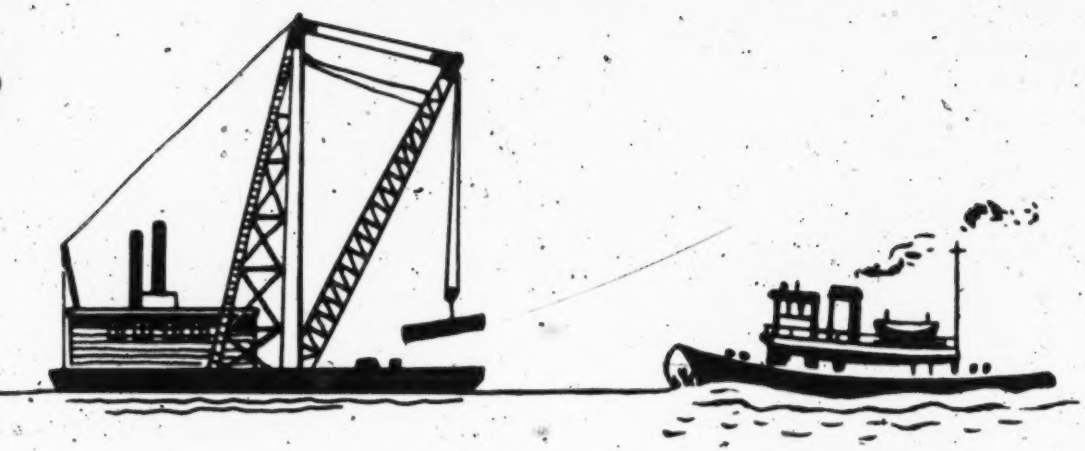
An average of one ship every twenty minutes, around the clock, enters or leaves the New York-New Jersey Port.

Continuous marine construction is required for the effective maintenance of these thousands of ships and their berths. These activities give jobs to 34,100 Port District workers, drawing $160,100,000 in wages a year.



	Annual Average Employment	Total Annual Payroll
Shipbuilding and Repairs	31,800	$147,016,200

Marine Construction	2,300	13,087,100
	34,100	$160,103,300



The bulk of this activity is concentrated in shipbuilding and ship repairs, and it ranges from the building of great ships, to the minor but essential repairs performed while ships are in port loading and unloading cargo. A smaller work force of 2,300 persons just as essential to the effective functioning of the Port, is required to handle the physical maintenance of existing harbor terminals and facilities, to build new ones, and to attend to daily harbor chores such as pile driving and dredging.

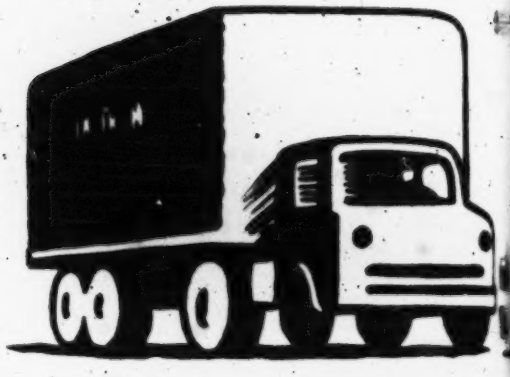
Industrial Occupation

SHIPBUILDING AND REPAIRS — employees engaged in building and repairing all types of ships and barges.

MARINE CONSTRUCTION — employees working on marine construction such as dredging, pile driving, harbor and waterway maintenance.

Land Transportation

40,400 Jobs



The New York-New Jersey Port District is a transportation "hub" with spokes reaching out to the entire world. Within the United States, the roads and rails that extend outward from the Port to the north, west and south, are highly important spokes of this "wheel." And within the Port District, 40,400 people, earning $172,700,000 a year, owe their livelihood to the fact that great volumes of ocean cargoes must be transported to the Port from every part of this country. Similarly, such cargo frequently has completed only one phase of its journey when it reaches the Port from foreign shores.

Since our Port is a general cargo Port, specializing in the handling of

	Annual Average Employment	Total Annual Payroll
Trucking	19,400	$ 80,773,300
Railroading	18,000	80,260,200
Warehousing	3,000	11,675,900
	40,400	$172,709,400

packaged goods which are particularly adapted to truck transport, 19,400 trucking employees depend on waterborne cargo for their jobs.

There are twelve major railroads in the Port's great land transportation network. Rail movements owing their existence to waterborne cargoes provide 18,000 jobs within the Port District.

The Port also provides every type of storage facility for almost every kind of commodity. These facilities are operated by 3,000 employees who handle the goods temporarily stored in their journey through the District.

Industrial Occupation

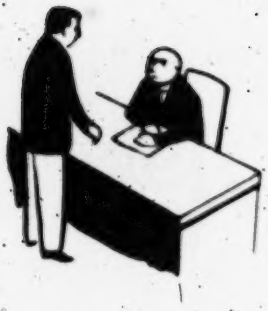
TRUCKING — employees engaged in operating trucks for hire or privately handling freight originating or destined for water movement within the Port District, and over-the-road truckers living in the Port District.

RAILROADING — employees of railroads living in the Port District, who are directly engaged in handling waterborne commerce.

WAREHOUSING — employees engaged in storing goods in bond, goods at foreign trade zones, and storage of a general line of goods moved by water.

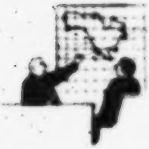
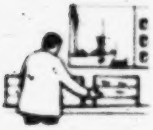
Port Trade and Finance

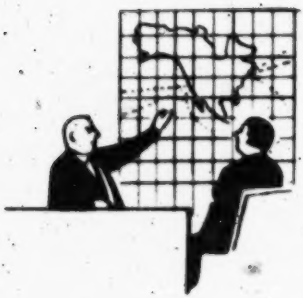
96,000 Jobs

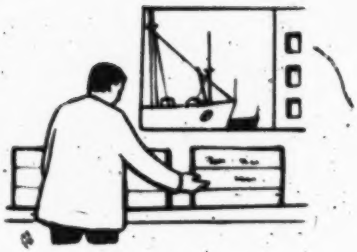


Within the Port District is to be found the world's greatest concentration of experts and agencies whose business is to serve the shipper and the traveler. These services provide 96,000 jobs paying $462,800,000 in wages each year.

Regardless of what is manufactured or grown in any part of the world, the chances are that it is traded by the import-export firms of the Port District which employ 71,100 trained people.

	Annual Average Employment	Total Annual Payroll
Foreign Banking	14,200	$ 61,657,800
Marine Insurance and Admiralty Law	3,700	17,136,600
 **Arrangement of Transportation**	7,000	36,651,300
 **Exporting and Importing**	71,100	347,375,800
	96,000	$462,821,500





The many jobs required to arrange the financial details of buying and selling foreign commerce and insuring the safe passage of cargoes are handled by 17,900 people: 14,200 in banking operations and 3,700 in marine insurance.

The shipping and travel agencies — including the services supplied by trade associations — require 7,000 people.

Industrial Occupation

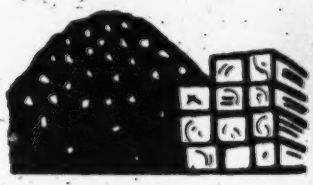
FOREIGN BANKING — employees engaged in foreign financial transactions such as foreign departments of banks, branches of foreign banks and currency exchanges.

MARINE INSURANCE AND ADMIRALTY LAW — employees engaged in handling marine cargo and hull insurance for underwriters and brokers. Also those individuals working in the admiralty law field.

ARRANGEMENT OF TRANSPORTATION — employees engaged in arranging water transportation between shippers and transportation companies and travel between passengers and transportation companies, including employees of foreign trade associations.

EXPORTING AND IMPORTING — employees working for firms solely engaged in importing and exporting and those employees working in foreign departments of manufacturing firms.

Port Industries



127,600 Jobs

The largest single category of Port-dependent employment is provided by so-called Port industries. These jobs may not come to mind immediately as Port jobs since they are not of a marine or transportation nature. The 127,600 people in the Port District who hold them, however, receive $657,700,000 in wages a year because their employers depend on the harbor for transportation of their materials and products.

These employers are termed "tidewater industries," since they are located at or near water's edge. The estimate of Port-dependent employment connected with them, the 127,600 jobs, is believed conservative, since it excludes:

- employment in tidewater industries which rely upon the Port for their raw materials and access to markets, but which could readily switch to other means of transport if the harbor were not available to them, and
- employment in thousands of Port District industries which are dependent upon Port facilities to a varying degree, but which are not situated near tidewater.

The tidewater industries, listed by product or process, provide the following jobs:

Occupation	Annual Average Employment	Total Wages
Bulk Materials Handling (lumber, coal, etc.)	40,400	$213,642,600
Chemical Products Manufacture	34,000	165,402,900
Petroleum Refining	18,300	112,607,200
Paint and Oil Manufacture	12,200	56,062,300
Food Processing (sugar, coffee, etc.)	11,000	58,598,500
Ore Processing (copper, lead, etc.)	7,300	33,266,000
Fibre Processing (jute, cordage, etc.)	3,000	11,343,500
Building Materials Manufacture (cement, bricks, etc.)	1,400	6,775,000
	127,600	$657,698,000

The Port as a Provider: 430,000 Port District

Thus, at least 430,000 Port District residents earn $2,100,000,000 each year from jobs that would not exist if it were not for the Port.

But so far in this report only the Port's economic effects on certain people as *individuals* have been considered. The next question therefore must be: "What broad economic effects has the Port on an even greater number of people in the Port District: those who are supported by the 430,000 Port wage earners in either a family or a related job sense?"

Tools of statistical analysis used by the Federal Government to measure the total national economy have been applied to the income of the 430,000 Port workers. According to these measures, every dollar of income earned by these workers generates or creates two dollars of additional income within the area. Thus $2,100,000,000 in Port job wages each year become $6,300,000,000 in Port generated income. This is more than one-fourth of the estimated total of $23,000,000,000 in wage income earned each year by all people in all jobs in the Port District.

residents earn $2,100,000,000

Another way of putting it is to say that each of the 430,000 jobs creates an economic condition equivalent to two additional jobs—or a total of 1,300,000 jobs. On the basis of 2.4 dependents per job (the worker plus average family dependents of 1.4 persons), a total of 3,120,000 Port District residents of a total population of about 13,000,000 are found to be dependent for their livelihood upon the Port's waterborne commerce.

Through these statistical methods, we may state that the Port provides:

- **The economic basis of existence for** *one out of every four* **persons who live in the Port District, or** *about 3,120,000.*
- **More than** *25 per cent* **of total wages earned in the Port District.**

The Port as a Provider: $6,300,000,000

Now how is the $6,300,000,000 in annual Port generated income spent? The Port worker spends his wages to supply his family with food, shelter, clothing and other needs and pleasures. The great bulk of these expenditures sooner or later become the personal income of another Port District resident. This process of earning and spending—income building—is constantly generating additional income for all the people of the area. The importance of Port income to the area's economy can be readily appreciated by examining how these dollars become income for other people. A graphic presentation is given in the table on the opposite page.

As a final consideration in evaluating the Port as a provider, the Port's impact is considered on a local geographic basis. The New York-New Jersey Port, in its wealth-producing activities, resembles many other natural resources that flourish through the enterprise of man, but there is one important difference: the Port generates more employment and income in its immediate area than most other natural resources.

To illustrate, the harnessing of water power in the western sections of the United States has created hydroelectric facilities that are impressive monuments to man's engineering skill and his ability to expand his economy. The investment in these projects may exceed the investment in the Port District's waterfront facilities. And yet, the number of people who receive employment in the immediate vicinity of these power plants is small compared to Port employment. In other words, the direct income producing benefits of the Port are primarily local, while the benefits of power generation, for example, are literally carried over transmission lines to distant areas.

n annual Port generated income

Sectors of Port Economy Benefiting from Port Income

Money Expenditure for Consumption	Distribution of Port Income	Percentage of Total*
Food	$2,079,000,000	33.0
Housing	1,266,300,000	20.1
House Furnishing and Equipment	434,700,000	6.9
Clothing	768,600,000	12.2
Auto Transportation	264,600,000	4.2
Other Transportation	163,800,000	2.6
Personal Care	132,300,000	2.1
Medical Care	371,700,000	5.9
Reading, Recreation and Education	415,800,000	6.6
Beverages	308,700,000	4.9
Miscellaneous	94,500,000	1.5
Total Expenditure	$6,300,000,000	100.0

* *Source: U. S. Bureau of Labor Statistics, Consumer Expenditure Survey.*

The Port's Challenge

The facts and conclusions contained in this report are presented by The Port of New York Authority to underscore the measurable vitality of the economy of the Port. The information used on jobs and income covers the calendar year 1953, since this represents the latest year that can be considered typical of Port activities and one on which data is now available. To preserve such activities we must constantly strive to assure four basic requirements of Port prosperity.

The Four Basic Requirement

1 Modernization and improvement of waterfront facilities.

2 Restoration of equality in transportation rate structures, many of which now favor competing ports over the New York-New Jersey Port.

Brooklyn waterfront as it will appear upon completion of the Port Authority's $85,000,000 seven-year development program.

Many state and local governmental agencies and many private interests are at work on these matters today. Among them, The Port of New York Authority is responsible under the 1921 Compact between the States of New York and New Jersey, for a regional program of Port development, promotion and protection. The penalty for failure by the agencies and interests involved is the loss of cargo by the Port. And the loss of cargo means less jobs and less wages in the Port District.

of Port Prosperity

3. Promotion of the advantages for shipping Via the Port of New York.

4. Establishment of stable and lawful leadership of waterfront labor.

A Note About This Report

The information in this report is derived from employment statistics compiled in administering the Unemployment Insurance Laws by the State of New York's Department of Labor and the State of New Jersey's Department of Labor and Industry.

Working with these official sources, the Port Authority's Trade Research and Analysis Staff was able to construct statistics for the Port District with a degree of accuracy that could not be achieved by any other means.

To supplement the basic Unemployment Insurance data, other sources have been drawn upon. These were: U. S. Maritime Administration; U. S. Department of Defense; U. S. Department of Commerce; Railroad Retirement Board; Interstate Commerce Commission; New York City Planning Commission; U. S. Department of Justice; U. S. Treasury Department; Waterfront Commission of New York Harbor; U. S. Department of Labor; and New York Federal Reserve Bank. In addition to these official sources of information, data was gathered from various industry groups whose activities are concerned with waterborne commerce.

The Port of New York Authority wishes to express its appreciation to the numerous public officials and private business representatives, without whose generous assistance and cooperation this report could not have been completed.

This report prepared by:

THE PORT OF NEW YORK AUTHORITY

111 Eighth Avenue, New York 11, N. Y.

Port Development Department

ROGER H. GILMAN, *Director*

HAYDEN B. JOHNSON, *Deputy Director*

CLIFFORD B. O'HARA, *Chief*
Port Commerce Division

DAVID L. GLICKMAN
Economist

JEROME GILBERT
Trade Economist

The Port of New York Authority is the self-supporting corporate agency of the States of New Jersey and New York. Operating without burden to the taxpayer, it was created in 1921 by treaty between the two States to deal with the planning and development of terminal and transportation facilities, and to promote and protect the commerce of the Port District.

Port Authority Commissioners, six from each State, are appointed by the Governors of New Jersey and New York. They serve without pay for terms of six years.

Charged by statute with the protection of port commerce, the Port Authority appears before such regulatory bodies as the Interstate Commerce Commission, the Civil Aeronautics Board and the Federal Maritime Board in the interest of the welfare of the unified Port Area. It maintains five regional Trade Development Offices in the interest of promoting the movement of commerce through the Port of New York.

COMMISSIONERS

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DONALD V. LOWE, *Chairman*
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CHAS. H. SELLS
N. BAXTER JACKSON

AUSTIN J. TOBIN
Executive Director

PORT AUTHORITY FACILITIES

Tunnels and Bridges

Holland Tunnel
Lincoln Tunnel
George Washington Bridge
Bayonne Bridge
Goethals Bridge
Outerbridge Crossing

Airports

New York International Airport
La Guardia Airport
Newark Airport
Teterboro Airport

Marine and Inland Terminals

Port Newark
Port Authority Grain Terminal
Union Railroad Freight Terminal
New York Union Motor Truck Terminal
Newark Union Motor Truck Terminal
Port Authority Bus Terminal
Hoboken-Port Authority Piers
Brooklyn-Port Authority Piers

Trade Development Offices

New York
Chicago
Cleveland
Washington
Rio de Janeiro

May 1956

1822

[fol. 2691]

(See opposite) ☞

[fol. 2696]

I.C.C. Exhibit No. 16

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

TESTIMONY OF JEROME GILBERT, TRADE ECONOMIST, THE PORT OF NEW YORK AUTHORITY

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Building, Washington 5, D.C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

[fol. 2697]

Before the

INTERSTATE COMMERCE COMMISSION

Investigation and Suspension Docket No. 6615

Equalization of Rates at North Atlantic Ports

TESTIMONY BY JEROME GILBERT, TRADE ECONOMIST, PORT OF NEW YORK AUTHORITY

Q. Will you give your name, occupation, and past experience?

A. My name is Jerome Gilbert. I am employed by The Port of New York Authority in the Port Development Department, Port Commerce Division, as the Trade Economist.

During the past three years I have been employed as a specialist in the flow of goods moving in foreign trade. Prior to coming to the Port Authority I was employed by the Federal Trade Commission and the United States Department of Commerce, analyzing and reporting on the production and transportation of goods between the United States and foreign countries.

Previous to this, for three years I was employed on the faculties of Rhode Island University and Wittenberg College, teaching courses in statistics, transportation, economic analysis, and economic growth patterns.

I have completed all courses toward my Ph. D. in Eco-
[fol. 2698] nomics at Columbia University. I have a M.A. and B.A. in Economics from New York University.

Q. Have you made an analysis and study of the waterborne commerce through the Port of New York and competing ports for a period of years?

A. Yes, I have conducted an exhaustive analysis of the flow of trade to and from the United States as a whole, through the Port of New York, and through other leading ports and major coastal regions. The analysis is based

upon official data published by the United States Department of Commerce, Bureau of the Census.

Q. Have you prepared a series of exhibits which you will employ to illustrate the results of your study?

A. Yes.

Q. Do you have an exhibit showing the Port of New York's share in the total United States foreign commerce compared with that of Boston, Philadelphia, Baltimore, and Hampton Roads?

A. Yes, Exhibit No. JG-1 —— is a single-page graph entitled "New York and Four Competitive Ports, Total Export & Import Tonnage Trend Lines." This graph illustrates that from the year 1923 to the year 1956 the Ports of New York and Boston have been handling an ever-diminishing share of total United States foreign tonnage. During the same interval the competing ports of Philadelphia, Baltimore, and Hampton Roads have shown very marked growth.

[fol. 2699] This exhibit shows the percentage share of the total United States foreign commerce in the lefthand column, and the line along the bottom of the graph shows the years from 1923 to 1956. The exhibit shows that over this 34-year period the Port of New York's share of ocean-borne foreign trade has declined steadily.

Q. Have you prepared an exhibit which shows New York's share of United States foreign trade and supplies the underlying figures?

A. Yes. This is portrayed by Exhibit No. JG-2 ——, which shows the actual tonnage moving through New York and a trend line constructed on the basis of the actual tonnage figures as related to the United States totals.

Q. Will you please explain how you arrived at the trend lines used in these exhibits?

A. The trend lines are based on the accepted statistical technique known as "least squares." This is a technique which permits one to describe fluctuating percentages as a statistical average.

Q. Using Exhibit JG-2 ——, will you please explain the characteristics of the decline in New York's share of the total import-export tonnage?

A. This exhibit shows that between 1923 and 1956, New York's share of United States oceanborne foreign trade declined from 28.6 per cent to 14.0 per cent—a decline of over 50 per cent. The greatest part of the decline occurred in the period following World War II. New York's competitive share of United States oceanborne foreign trade [fol. 2700], has deteriorated during the past decade, with only one minor exception—that being during the Korean War.

The decline in New York's competitive picture has occurred during the period of record volumes of foreign trade. As a result, the Port of New York's participation in the new trade that has developed in the post-World War II period has been less than 10 per cent, while competing ports have received the remaining 90 per cent. Because of the Port of New York's increasing inability to compete in new foreign trade, the trend line from 1946 to 1956, which is more steep than the years previous, is a true picture of what is occurring at the present time.

Q. Do you have a similar exhibit dealing with the Port of Boston?

A. Yes. Exhibit No. JG-3 —— shows Boston's share of total United States trade.

The exhibit shows that the Port of Boston, like the Port of New York, has also sustained a decline in its share of total United States oceanborne foreign trade. It should be noted that except for the years 1950-1951—the Korean War—the Port of Boston has not been competitive with other United States ports. To give a precise measure of this decline, the Port of Boston in 1923 handled 4.7 per cent of United States foreign trade and in 1956 its percentage had fallen to 2.5 per cent. Since the Korean War, the trend has been continually downward.

[fol. 2701] Q. Do you have a similar exhibit dealing with the Port of Philadelphia?

A. Yes. Exhibit No. JG-4 —— deals with Philadelphia's share and shows that in 1923, the Port of Philadelphia handled 10.0 per cent of United States oceanborne foreign trade and that in 1956 this percentage had risen to 24.7 per cent, or an increase of 150 per cent. The significance of Philadelphia's growth in its share of United States

oceanborne trade is that its growth started at the end of World War II and has continued, with only a few minor interruptions, to the present time.

Q. Have you prepared a similar exhibit dealing with the Port of Baltimore?

A. Yes. Exhibit No. JG-5 —— shows that Baltimore's share has increased from 8.4 per cent in 1923 to 10.4 per cent in 1956, an increase of 20 per cent.

Q. Do you have a similar exhibit dealing with the Hampton Roads ports?

A. Yes. Exhibit No. JG-6 —— shows that the share of the Hampton Roads ports has risen from 4.3 per cent in 1923 to 17.1 per cent in 1956—an increase of almost 300 per cent. The growth of the Hampton Roads ports' participation in the United States foreign trade followed the same general pattern of Philadelphia and Baltimore—a sharp upsurge following World War II, which has continued to the present. To illustrate, Hampton Roads' share [fol. 2702] of United States oceanborne foreign trade exports in 1953 was 21.2 per cent, in 1954 it was 24.3 per cent, in 1955 it was 33.2 per cent, and in 1956 it was 35 per cent.

Q. Have you prepared an exhibit showing all United States waterborne exports for the years 1923 through 1956?

A. Yes. My Exhibit No. JG-7 —— shows all waterborne exports from the United States with a breakdown by major groupings.

Q. Do you have an exhibit showing waterborne exports through the New York Customs District during the same period?

A. Yes. Exhibit No. JG-8 —— shows the waterborne exports through New York by the same groupings. This exhibit shows that New York's share of the total United States export tonnage decreased from 27.1 per cent in 1923 to 7.7 per cent in 1956. So far as general cargo exports are concerned the exhibit shows that New York's share declined from 36.3 per cent in 1923 to 23.7 per cent in 1956.

Q. Do you have a similar exhibit showing the total United States waterborne imports for the period 1923-1956?

A. Yes. Exhibit No. JG-9 —— shows total waterborne

imports into the United States during this period, broken down by major groupings.

Q. Have you prepared an exhibit showing New York's share of the total United States waterborne imports?

A. Yes. Exhibit No. JG-10 —— shows the proportion [fol. 2703] of the total United States import tonnage moving through the Port of New York during the same period. New York's share dropped from 30.2 per cent in 1923 to 18.8 per cent in 1956. It should be noted that of the total of 27,528,000 long tons moving through New York over 19,000,000 was comprised of tanker cargo tonnage which seldom if ever moves by rail. Were the tanker cargo to be eliminated, New York's share of the total United States import tonnage would be substantially smaller.

Q. To what do you attribute this drastic decline in New York's share of the total United States import and export tonnage?

A. This is accounted for by several factors. New York has been unable to share to any substantial degree with other North Atlantic ports in the exportation of coal and grain. It has also been virtually shut out with respect to the importation of ores which are now moving through Philadelphia and Baltimore. Except for tanker cargo imports which do not ordinarily move by rail, virtually the only tonnage still moving through New York is general cargo. As to this traffic, New York has been steadily losing ground to the South Atlantic and Gulf ports. As shown by my Exhibits Nos. JG-8 —— and 10 —— New York's share of general cargo exports and imports has steadily and drastically declined, and this trend is still continuing. [fol. 2704] Exhibit No. JG-11 —— compares general cargo exports and imports through New York with those through South Atlantic and Gulf ports in 1955 and 1956. While New York's export tonnage was about the same in 1956 as in 1955, tonnage through the South Atlantic ports increased by 6 per cent and tonnage through the Gulf ports increased by over 30 per cent. On general cargo imports, New York's tonnage increased by less than 2 per cent while the tonnage through the South Atlantic and Gulf ports increased by 13.0 and 28.4 per cent respectively.

Q. Have you made a study of the proportion of ex-lake grain moving through the Port of New York in comparison with that moving through other North Atlantic ports?

A. Yes. My Exhibit No. JG-12 —— shows the volume and percentage of ex-lake grain transshipped at the North Atlantic ports for the years 1950 through 1956. This exhibit shows that in the years 1954, 1955, and 1956 the Port of New York received 10.5 per cent, 31.0 per cent, and 29.0 per cent of the total ex-lake grain in comparison with 38.7 per cent of the total which it received in the two decades 1930-1949.

On the other hand, the Port of Baltimore, for example, handled 45.9 per cent, 31.2 per cent, and 33.4 per cent of [fol. 2705] the total received at the North Atlantic ports in the years 1954, 1955, and 1956, in comparison with the 29.8 per cent which it received during the 1930-1949 period. It is my understanding that the rates on ex-lake grain through all North Atlantic ports were equalized in 1952. This exhibit indicates that under equal rates New York did not secure a monopoly on this traffic and, in fact, its proportion declined from that which it received prior to equalization of the rates.

Q. Do you have any statistics comparing the volume of freight presently being handled by the railroads serving New York to and from the territory involved in this proceeding with the volume which they handled in some past period?

A. Yes. Exhibit No. JG-13 —— shows that in the year ending July 31, 1956, four railroads serving the Port of New York handled 2,123,937 tons of freight to and from the affected territory in comparison with 2,515,786 tons which they handled during the calendar year 1951. This represents a decline of 15.6 per cent in the total export and import traffic handled by these four carriers between New York and the affected territory. The four railroads responsible for this tonnage are the New York Central, the Erie, the Delaware, Lackawanna & Western, and the Lehigh, [fol. 2706] Valley. Our figures indicate that these four carriers handled approximately 63 per cent of the tonnage handled by all railroads through the Port of New York.

[fol. 2707] VERIFICATION

CITY OF NEW YORK
STATE OF NEW YORK ss.
COUNTY OF NEW YORK

Jerome Gilbert, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: JEROME GILBERT

Subscribed in my presence and
sworn before me by the affiant
above named on this
11th day of June, 1957

MILDRED C. PORTH
Notary Public
My Commission expires 1959

SEAL

Mildred C. Porth
Notary Public, State of New York
No. 30-3137750
Qualified in Nassau County
Commission expires March 30, 1959

[fol. 2710] Secretary's Certificate (omitted in printing).

[fol. 2711]

I.C.C. EXHIBIT No. 17

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Building, Washington 5, D.C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Verified Statement of EDWARD K. LAUX
Traffic Manager
The Port of New York Authority

[fol. 2712]

Before The

INTERSTATE COMMERCE COMMISSION

INVESTIGATION AND SUSPENSION
DOCKET NO. 6615

EQUALIZATION OF RATES
AT NORTH ATLANTIC PORTS

TESTIMONY OF EDWARD K. LAUX

Q. Will you give your name, occupation, and past transportation experience?

A. My name is Edward K. Laux. I am employed by The Port of New York Authority in the capacity of Traffic Manager and my transportation experience consists of 46 years with about 32 of these years having been spent with coastwise steamship lines, serving in such capacities as general freight agent, freight traffic manager, and general traffic manager. During World War II, when the coastwise lines ceased operations because the vessels had been requisitioned or purchased by the government, I was employed as the Traffic Manager for the Army Engineers War Department Contractors engaged in building air fields, and served for a short period as Marine Superintendent for the government's Amazon Valley rubber development project in Brazil, South America. I have been in my present position a little more than 13 years.

[fol. 2713] Q. Are you familiar with the issues here involved?

A. Yes. As I understand it, the principal issue involves the right of a majority of the New York railroads to reduce their freight rates on export and import traffic and improve their opportunity to compete. The proposed reductions would remove the so-called differential of 3¢ per 100 lbs. on export freight other than grain and flour, and the differential of 1½¢ per 100 lbs. upon grain and 2¢ per 100 lbs. on flour for export. On import freight the reduced rates

would wipe out the differential of 3¢ per 100 lbs. applicable to classes other than first and second class and the differential of 8¢ per 100 lbs. on first and second class. In the background of this case is the problem of a rate war because the attempt of the railroads serving Philadelphia and Baltimore to retaliate by cutting under the New York rates is unquestionably the beginning of a rate war.

Q. Is there a real danger of a rate war?

A. The rate war has already started. When you have retaliatory tariffs filed you have a rate war. The New York railroads are fighting for equalization. The railroads south of New York are fighting for a differential advantage. Unless one group or the other yields, a destructive rate war is inevitable.

Q. What is New York's relationship in rates to and from the other ports in the export-import differential structure?

A. New York always takes the highest rates, even when compared with ports more disadvantageously located. It is not easy to explain the differential adjustment because [fol. 2714] there is now no logic or consistency to it. We have quite a degree of equalization already because Hampton Roads is equalized with Baltimore, and Boston is equalized with New York. But New York is at a disadvantage as to some rates from the Canadian ports and the South Atlantic and Gulf ports. The Canadian ports are usually equalized with Philadelphia or with some other U. S. port, as I will show later. The ports in the South Atlantic range are generally equalized, as are also the Gulf ports, in disregard of distance. In addition, New York suffers the disadvantage of much higher rates than those to and from the Gulf, and this in spite of the fact that the distance between Chicago and New Orleans is almost identical with the distance between Chicago and New York. My study of the differential rate structure over a long period of years convinces me that the North Atlantic range is the only part of the United States where differentials are recognized as between ports in the same range.

Q. How long has the Port of New York labored under a rail-rate handicap on export and import traffic?

A. It is important to understand at the outset that New York's handicap is comparatively recent and that it re-

sulted from a progressive equalization of the ocean rates from World War I through 1935. For many years New York was equalized with Baltimore with respect to through rates by rail and ocean on heavy-moving commodities. Even prior to those early days ocean rates from and to all North Atlantic ports in many trade routes were on an equality. Now I cannot emphasize too strongly that for more than half a century or until about 1935, equalization [fol. 2715] of through ocean-rail rates via the ports was the general rule and no port had any advantage over any other port. I will show later in my testimony that prior to 1935 the ocean rates were higher to the ports south of New York than to New York itself, and the rail differentials were originally established for the very purpose of accomplishing equalization of the through rates by rail and ocean. The several ports south of New York have had an accidental advantage for many years and still have because when the ocean rates were equalized the rail rates were not changed, giving those ports an advantage as to through transportation for the first time in history.

[fol. 2716] OCEAN RATES AND SERVICES

Q. Have you made a study and analysis of the ocean rates to and from the North Atlantic range of ports?

A. Yes. We have examined the tariffs of the various steamship conferences that are on file with the Federal Maritime Board in Washington, D. C., and we have prepared Exhibits —— (G-1) consisting of 180 pages, —— (G-2) 104 pages, —— (G-3) 95 pages, and —— (G-4) 84 pages. These exhibits are excerpts from the ocean tariffs and indicate that with rare exceptions the ocean rates to and from all North Atlantic ports, served by the steamship line participants in the tariffs, are on the same level. These tariffs are published for account of the steamship lines participating in conference agreements on file with the Federal Maritime Board.

Q. Do you have in your possession copies of the tariffs from which the excerpts shown in these exhibits were made?

A. Yes. We have copies of the complete tariffs and they are available for examination. The tariffs are so volumi-

nous we thought that in this proceeding the excerpts would suffice to show that equal rates are observed today by the steamship lines.

Q. What do the tariff excerpts show with respect to the westbound rates to the North Atlantic range of ports?

A. These excerpts show that the westbound rates of the ocean carriers are on an equality, except in isolated instances.

Q. Do you have any other data in exhibit form dealing with westbound ocean rates?

[fol. 2717] A. My exhibit No. —— (H-2), consisting of 7 pages, is made up of reproductions of letters which we have received from the secretaries of the steamship freight conferences or associations. These letters indicate that these steamship lines follow the practice of observing equalized rates.

Q. You referred to instances where the ocean rates are not equalized to and from all North Atlantic ports. Are there situations where the ocean rates are higher to the Port of New York than to the ports south of New York?

A. Yes. We have such a situation, but as far as I can determine it involves only wood pulp originating in Sweden and Finland. The steamship lines in those trades are assessing rates on the basis of what we call a penalty arbitrary by maintaining rates to New York at $1.00 per ton higher than to the ports south of New York. To Port Newark, which is located within the New York District, these same lines publish rates that are 50¢ per ton higher than rates to ports south of New York.

Q. You characterize these higher charges as penalty charges. Will you explain that?

A. Yes. It is our opinion that these steamship lines impose a higher charge on the wood pulp to the Port of New York and Port Newark for the purpose of keeping this freight from moving to our ports in preference to the ports south of New York for the reason that the steamship lines do not receive at the Port of New York or Port Newark free dockage or free wharfage. Further, when freight is landed at the Port of New York and Port Newark, the steamship line must assume the custodianship of the [fol. 2718] freight until it is delivered to the ultimate con-

signee. At the ports south of New York the rail carriers maintain terminals thereat which they either own or control and at which they offer the steamship lines free dockage and free wharfage. The railroads there also assume custodianship of the wood pulp despite the fact that some of the wood pulp might not be moved to the interior over the rail carriers furnishing the terminal facility. These steamship lines find it more economical, therefore, to move the wood pulp into the ports south of New York, where the railroads at their expense allow the wood pulp to remain at railroad terminals for a period of 15 free days within which delivery may be accomplished or orders received for the movement of the freight out of the ports over the rail carriers.

Q. What is the rate situation of these Scandinavian steamship lines with respect to commodities other than wood pulp?

A. The rates are on an equality to and from all North Atlantic ports served by these steamship lines.

Q. Does equality of ocean rates at North Atlantic ports imply that the ocean carriers incur the same port costs at New York as they do at ports to the south?

A. No. Equal ocean rates are maintained by the steamship lines in spite of the fact that their port costs at New York Harbor are higher than at ports to the south like Philadelphia, Baltimore and Hampton Roads. This is so because at these latter ports to the south of New York, at pier facilities controlled by railroads serving those ports, the steamship lines obtain free dockage, wharfage, storage, and clerking. The steamship lines must pay for all such [fol. 2719] facilities and services furnished at the Port of New York. The practice of the railroads in granting such valuable facilities and services free of charge to the steamship lines virtually compels the steamships to solicit and book their heavy bottom cargoes via those ports whenever possible.

The furnishing of the free port services described above by the railroads largely negatives any benefit the Port of New York might expect to derive from equalized ocean rates.

As an example of the economic pressure on the steamship lines to by-pass New York, with respect to heavy bottom cargo, let me point out that the steamship lines could save as much as $300 per day, which is an average cost for berthing a ship at pier. Further, they can save as much as 30 cents per ton on cargo which is about the average cost for the use of the wharf. In addition, there are other savings with respect to assuming custodianship, clerkship, watchmen, and supervisors.

These concessions with respect to port services and facilities have been of such deep concern to bona fide terminal operators that the Federal Maritime Board has instituted a proceeding under Docket No. 816, entitled *Investigation of General Practices Charges, Services, Definitions and Agreements of Terminal Operators at Atlantic and Gulf Ports,* which is a comprehensive investigation into port and terminal practices at all Atlantic and Gulf ports.

Q. You have testified that at the present time ocean rates are generally equalized to and from North Atlantic ports. Have you made a further investigation to determine to what extent ocean rates are not equalized among North Atlantic ports?

[fol. 2720] A. Yes, I have. I have found that because of the heavy bulk cargoes available outbound from ports to the south of New York, principally coal and grain, bulk vessels inbound to the Port of New York tend to assess a differential rate to New York over ports to the south of New York. These vessels inbound to New York with bulk commodities carry such things as bauxite, rutile, chrome and manganese ores. The reason why the bulk carriers incline toward the assessment of differentials to New York over the ports to the south is that there is not available at the Port of New York any export bulk cargo with the exception of some grain. If you will look at the ports to the south of New York, particularly those in the North Atlantic range, you will find stupendous volumes of export bulk cargoes such as coal in millions of tons and grain in millions of bushels. This is the reason why quotations to New York have a penalty differential on the rate: to force the traffic to the southerly ports where an outbound bulk cargo is generally readily available.

We do not get iron ore at the Port of New York but this ore does move in volumes of millions of tons through Philadelphia and Baltimore. The reason for this is simply that the importers positively refuse to designate New York Harbor as a port of discharge for inbound iron ore because of the differential rate disadvantage under which we labor in competition with the ports to the south. This matter has been the subject of an extensive litigation before the Interstate Commerce Commission in Docket No. I. & S. 6074 The Commission approved equalized rates from New York on iron ore but our sister port to the south, Baltimore, [fol. 2721] has gone to court and has been successful in the Maryland District Court in enjoining the order of the Commission. That case is docketed as Civil No. 9237. The precise status of the court case at this time is that we are perfecting our appeal to the Supreme Court of the United States.

Q. Have you made an investigation to determine the relative marine insurance costs with respect to import and export cargo through the various North Atlantic ports?

A. I have.

Q. What is the result of your investigation?

A. My investigation discloses that marine insurance costs in connection with export and import cargo through all North Atlantic ports is on the same insurance rate basis. In other words, it costs an exporter or importer no more to insure his cargo if it moves via New York than if it moves via any other North Atlantic port.

Q. Have you made a further examination with respect to marine insurance costs on export and import traffic via South Atlantic and Gulf ports?

A. Yes, I have. The marine insurance costs are the same via North Atlantic, South Atlantic and Gulf ports.

Q. Have you made an investigation into the advertised sailings from North Atlantic ports to certain foreign destinations?

A. I have.

Q. What source did you use for advertised sailings?

[fol. 2722] A. I used "THE FORWARDER", which is a trade paper published regularly each week and recognized as a standard reference for ship sailings.

Q. Have you prepared an exhibit in connection with this investigation?

A. Yes. My Exhibit —— (K-1), consisting of six pages, is an excerpt from the October 29, 1956, issue of "THE FORWARDER". The excerpted material on the exhibit shows, for example, that with respect to United States Lines, that company had scheduled the S. S. AMERICAN HUNTER to sail from Philadelphia on October 22, Baltimore the 25th, Hampton Roads the 27th, and from New York November 1, and Boston the 2nd. Previous issues of "THE FORWARDER" have contained these same advertised sailings prior to the time when the vessel would sail from the first port, in this case the October 22 sailing from Philadelphia. The advertisements are continued until the vessel completes loading and sails abroad from the last port of call in the United States.

It should be noted that of the 28 vessels listed on Page 1 of my Exhibit —— (K-1) out-bound from U. S. North Atlantic ports for Amsterdam, Holland, only 4 did not schedule calls at North Atlantic ports other than New York. Stated differently, shippers of export traffic do not have to use the Port of New York when, as indicated by this exhibit, there are more than enough sailings from ports like Hampton Roads and Baltimore, which enjoy rail rates lower than those to New York. Certainly if I were an industrial traffic manager, and I have been an industrial traffic manager, I would not be doing an efficient job for my [fol. 2723] company, in my judgment, if I were to use a higher cost transportation service when a lower cost transportation service was available. Going through my Exhibit —— (K-1), it will be observed that to leading world ports like Antwerp, Belgium; Bremen, Germany; Buenos Aires, Argentina; Durban, S. Africa; Genoa, Italy; Havana, Cuba; Havre, France; Kobe, Japan; Lisbon, Portugal; Liverpool, England; Manila, P.I.; Rio de Janeiro, Brazil; Singapore; Stockholm, Sweden and others, the out-bound vessels offer numerous sailings from all North Atlantic ports. I am quite aware that this has not always been the fact, but following World War II there has been a very great increase in services from ports with whom we

compete and concurrent with this increase in sailings from these ports has come our decline in traffic.

Q. Have you made an investigation with respect to the number of arrivals and departures at the Port of New York in relation to the amount of cargo handled by these vessels?

A. I have.

Q. What was the source material you used in your investigation?

A. We used the *Journal of Commerce* in connection with arrivals and departures for the years 1938 and 1955.

Q. What are the figures for those years?

A. Our survey shows that the total annual general cargo vessel arrivals and departures were as follows:

[fol. 2724]

1938	4,600 arrivals
	4,600 departures
1955	6,000 arrivals
	6,000 departures

In connection with the foregoing figures, our analysis shows that in 1938 there were only 6,400 ship movements where general cargo was actually loaded or discharged compared with a total of 9,200 ship movements. This is explained by the fact that the difference between 9,200 and 6,400 ship movements represented vessel movements where no general cargo was actually loaded or discharged. Not all vessels coming into the Port of New York for discharge of cargo take on any cargo on their way out of the port. Similarly, not all vessels loading cargo at the port have discharged cargo prior to such loading.

With respect to the year 1955, as shown above, there were 12,000 arrivals and departures but only about 8,000 of these ship movements where general cargo was actually loaded or discharged in New York Harbor. The 4,000 ship movements where no cargo was actually loaded or discharged represent ship movements where the vessel either did not discharge cargo at New York Harbor but only arrived to load cargo; or discharged at New York but did not load cargo on departure.

Q. How many more ship movements where general cargo was actually loaded or discharged in New York Harbor did you have in 1955 over 1938?

A. Bearing in mind that we had 8,000 such ship movements in 1955 and 6,400 such ship movements in 1938, there were 1,600 more ship movements in 1955 than in 1938.

[fol. 2725] Q. Have you made a study of the average amount of cargo loaded or discharged per vessel for the years 1938 and 1955?

A. Yes I have.

Q. What source material did you use for this study?

A. The U. S. Army Corps of Engineers Commerce Statistics for New York Harbor.

Q. What was the total volume of the general cargo for the years 1938 and 1955 loaded and discharged at the Port of New York?

A. For 1938, the figure was 10,900,000 long tons. For 1955, the figure was 10,700,000 long tons. I should add for clarification in connection with the two figures I have just given that they exclude such commodities as lumber, sugar and scrap.

Q. Using the figures you have just given, have you determined the average amount of cargo loaded or discharged per vessel, 1938 compared with 1955?

A. Yes, the average amount of cargo loaded or discharged per vessel was 1,700 long tons in 1938 and 1,350 long tons in 1955.

Q. To what do you attribute the decline in average amount of cargo loaded from 1,700 long tons in 1938 to 1,350 long tons in 1955?

A. In my opinion, this decrease in average tonnage per vessel in the face of increased vessel traffic can be ascribed to the increased utilization of other ports such as Baltimore, Philadelphia and Norfolk.

[fol. 2726] Q. You have just referred to the decline in average loading of cargo at New York and you have attributed it to increased utilization of other ports such as Norfolk, Baltimore and Philadelphia. Have you made an investigation to illustrate the increased availability of sailings at such other ports?

A. Yes in order to illustrate the increased use of other ports, we have dug back in the records to 1910 and have prepared my Exhibit —— (K) which is a comparison of

vessel arrivals and departures, comparing New York and Baltimore for the years 1910, 1920 and 1952 through 1956. Reference to the exhibit will show that the sample port used, Baltimore, has had an enormous growth in sailings from 847 arrivals and 843 departures in 1910 to 5,735 arrivals and 5,757 departures in 1956. A highly significant factor in connection with this exhibit is the fact that in the years prior to World War II there was a very substantial coastwise fleet, the figures for which are included in the 1920 figure. In other words, if we eliminated from the 1920 figure the coastwise sailings, that figure would be substantially lower.

It is a well-known fact that practically all of the coastwise sailings by such prominent pre-World War II lines as Eastern Steamship Lines, Inc., Merchants & Miners Transportation Co., Ocean Steamship Co. of Savannah, Clyde Mallory Lines, Inc., Southern Pacific Steamship, Chesapeake Steamship Co., ~~Baltimore Steam Packet~~ and others have been discontinued. Nevertheless, the Port of Baltimore, as the exhibit shows, has increased its arrivals and departures to over 10,000 per year. Here, again, we [fol. 2727] have positive illustration of what has been happening so far as the availability of steamship services at ports to the south of New York is concerned.

[fol. 2728] RAIL RATES AND ROUTES

Q. Have you made a study of the history of the port differential rail rate structure?

A. Yes.

Q. Will you proceed to summarize that history.

A. I should begin by calling attention to my Exhibit —— (D-2) which is a sketch map portraying in the shaded area the territory with respect to which the rates to and from New York are on a higher level than the rates to and from ports south of New York. This territory is roughly described as located west of the Buffalo-Erie-Pittsburgh line, north of the Ohio River and south of the Great Lakes, which also takes in the states located in Western Trunk Line territory.

The original purpose of the port differential rate structure, as indicated by my Exhibit —— (D-4) was to equalize the through ocean-and-rail and rail-and-ocean rates via

the several ports. The exact language of the famous Agreement which brought the differentials into being is reproduced as Exhibit —— (D-4).

At the time the Agreement of 1877 was made and for about half a century thereafter the ocean rates to and from Philadelphia and Baltimore were higher than the New York and Boston ocean rates. The Agreement brought about a substantial equalization of the through rates by ocean and rail and by rail and ocean to and from foreign countries. By the year 1935 substantially all types of ocean rates were equalized as between the several ports but the rail differentials which were predicated on varying [fol. 2729] ocean rates continued in effect. Thus, in 1935, for the first time, ports to the south of New York obtained an advantage in both export and import rates in the exact amount of the rail differential—an advantage which they were never intended to have and which is inconsistent with the sound principle under which distance is ignored in constructing export and import rates to and from all other ports.

A fuller statement of the history of the differential adjustment may be found in my Exhibit —— (H) which is an excerpt from a report prepared by the War Department in cooperation with the United States Shipping Board in 1922. The Commission itself appended a history of the differentials as Appendix B to its report in *Maritime Asso., Boston Chamber of Commerce* v. *A.A.R.R.Co.*, 95 I.C.C. 539, 583, decided February 3, 1935.

Q. Is the export-import rail rate situation at ports immediately to the south of New York the only one that affects or handicaps the Port of New York?

A. No. Rates are in effect by rail to and from Hampton Roads ports (including Norfolk and Newport News) and to and from most of this central territory on the same level as to and from Baltimore. The rates to and from the Hampton Roads ports do not apply from the easterly area of this central territory, but they do apply to and from the greater part of that territory.

Rates lower than those to and from Baltimore are in effect to and from the South Atlantic ports, located as far north as Moorehead City, N.C., and including Wilming-

ton, N.C., Charleston, S.C., Savannah, Ga., Jacksonville, [fol. 2730] Fla., and to and from the ports along the Gulf, including Mobile, Ala., New Orleans, La., Houston and Galveston, Texas, and numerous other ports in the States of Texas, Louisiana, and Florida.

Q. What originally led to the lower export-import rail rates to and from these southern and Gulf Ports?

A. At the turn of the century there were import rates through the southern ports on a basis lower than through North Atlantic ports. There ensued a series of rate wars between the Gulf and the North Atlantic ports, resulting in the so-called Todd-Knott award and arbitration proceeding. The Todd-Knott award, so far as I can find, was the first time that there was any special treatment of import rates through the southern ports in their competition with North Atlantic ports. The result of the arbitration proceeding referred to was that, in order to end a serious rate war, the Gulf ports obtained a preferential import rate structure substantially lower than the rates from New York. The differentials observed as a result of the Todd-Knott arbitration amounted to 6¢ to 18¢ per cwt. under the New York rates, the rates applying on foreign traffic from Europe, Africa and Asia.

The relationship between the Gulf and North Atlantic ports resulting from the establishment of import rates on the basis of the Todd-Knott award continued until June 25, 1918, when the Director General of Railroads cancelled all import rates from North Atlantic ports and allowed the corresponding rates from the Gulf to remain in effect in modified form. This relationship was further disturbed in 1920 by the general increases authorized in Ex Parte 74, [fol. 2731] *Increased Rates 1920*, 58 I.C.C. 220. As a result, the rates from North Atlantic ports were increased 40 percent, whereas the rates from the southern ports were increased only 33⅓ percent. This produced differentials more favorable to the Gulf lines than those fixed in the Todd-Knott award. Changes from time to time in rates from one port without corresponding changes in the rates from others have also affected the differentials (169 I.C.C. p. 20).

Prior to the latter part of the year 1919, with few exceptions, among which were rates on traffic to Cuba, there were no joint through export rates from the interior territory to the Gulf and South Atlantic ports. Effective March 1, 1916, proportional class rates were established from certain Ohio River crossings to New Orleans and Mobile, Ala. to apply on traffic originating in central territory, for export, except to Cuba, Europe, Asia, Africa, Australia, New Zealand, and the Philippine Islands. The object of those rates was to bring about an equalization of rates from points of origin in the interior territory to New Orleans with the joint through rates from the same points to New York. On February 1, 1917, the southern lines established proportional commodity rates from the Ohio River crossings to Gulf ports to apply on traffic originating in central territory for export, except to the territories described. (169 I.C.C. p. 18)

It should be observed, at this point, that in general, the whole southern rate structure was for many years much higher than the eastern structure. For example, under Docket 13494 *Southern Class Rate Investigation,* 100 I.C.C. [fol. 2732] 513; 109 I.C.C. 300; 113 I.C.C. 200; 128 I.C.C. 567, the rate levels to and from the Southern Territory were much higher, governed by the southern classification than were the rate levels governed by the official classification which were observed by the rail carriers operating within official territory and to and from the Port of Baltimore, which was the key point. These latter official territory rates were predicated to some extent on the rates prescribed in Docket 15879, *Eastern Class Rate Investigation,* 164 I.C.C. 314; 171 I.C.C. 156; 203 I.C.C. 357.

Despite the fact that the whole southern rate structure, in general, was for many years higher than the eastern structure, for more than fifty years the southern carriers, in their efforts to compete with the eastern carriers, have from time to time succeeded in putting into effect export and import rates to and from southern ports on a lower basis than those applicable from and to the North Atlantic ports.

As a result of the major rate structure adjustments flowing from the *Southern Class Rate Investigation* and the

Eastern Class Rate Investigation, the southern and eastern carriers conferred regarding a revision of their import-export rate structures and the export-import relationships. These conferences and negotiations resulted in a voluntary agreement as to the relationships to be observed on export-import rates as among the North Atlantic, South Atlantic, and Gulf ports. Thereupon the southern carriers filed with the Commission various Fourth Section applications which were dealt with by the Commission in its decision in *Export* [fol. 2733] *and Import Rates*, 169 I.C.C. 13, decided December 2, 1930. However, the southern carriers were not satisfied with the limitations imposed by the Commission in connection with the Fourth Section applications involved in the cited case and proceeded, on their own initiative, to file tariffs providing for import and export rates, which would obviate the necessity for Fourth Section relief. These tariffs were the subject of protests and requests for suspension by eastern carriers and eastern commercial interests. They were suspended for investigation. The decision of the Commission is entitled *Export and Import Rates To and From Southern Ports*, 205 I.C.C. 511, decided December 3, 1934.

Following this decision, the southern carriers published rates on export and import freight between that part of central territory lying west of the line of the Monon Railroad, and the South Atlantic and Gulf ports. With respect to export freight, the southern carriers published rates observing the Chicago-Baltimore rate, for example, on traffic to all countries of the world except those located in Europe, Africa, and the east coast of South America. With respect to export traffic to Europe, Africa, and the east coast of South America, the southern carriers published rates constructed on the Todd-Knott formula, and the rates generally are supposed to reflect differentials ranging from 6¢ to 18¢ per cwt. under the New York rates.

As to import freight, the southern lines published and now observe in a general way the Baltimore rates on traffic originating in foreign countries all over the world, other [fol. 2734] than Europe and Africa. The rates from countries in Europe and Africa were made by observing the

so-called Todd-Knott formula to which I have previously referred.

Bearing in mind that the Todd-Knott award resulted in export and import rates through Gulf ports differentially under the Port of New York, I should like to now observe that in recent years, because of the fact that the differentials reflected in the New York rates have become inflated as a result of numerous increases resulting from *Ex Parte* proceedings, the southern carriers have been constructing their export and import rates on the basis of differentials ranging from 3¢ to 15¢ per cwt. under the Baltimore rates. Stating the matter differently, these southern carriers have stripped the Todd-Knott differential observed in constructing the rates to the extent of the customary differentials, Baltimore under New York or New York over Baltimore, using Baltimore as a base or key point instead of New York.

Q. Have you made a study of the background of the import and export rate structures applicable to and from South Atlantic and Gulf ports, which you have just described so that you can summarize the justification urged by the southern carriers for the publication of these rates?

A. The southern export-import rates, like all export-import rates are supposed to be, are designed for the purpose of permitting the railroads serving the southern ports to compete freely for export and import traffic. In the early days, when these export and import rates to and from [fol. 2735] southern ports were in the making, it was a fact that the ocean rates to and from the southern ports were on a much higher level to and from all parts of the world than the contemporaneous ocean rates to and from the Port of New York. This was due primarily to the obvious fact that sailing time between the Gulf ports and Europe, for example, was much longer than sailing time between New York and Europe. Therefore, the southern rail carriers felt that they had to find a way to offset the higher ocean expense to and from the southern ports in order to be competitive with New York. They were unable, at the time, to effect any reduction in the ocean rates, so far as I can tell, and they decided that only by shrinking the rail rate could they effect some type of competitive equality

between rail and ocean routes via New York and the rail and ocean routes via the southern ports.

In that connection I have prepared my Exhibit —— (D-3) which is a copy of the decision of the United States Shipping Board in Docket No. 26, *The Port Differential Investigation*, 1 U.S.M.C. 61 decided January 20, 1925.

To substantiate my testimony that the ocean rates were higher from southern ports than from the Port of New York, I should like to quote a small portion of the decision just cited which will be found at page 65 of the report in that case, and which appears at pages 7 and 8 of my Exhibit —— (D-3):

> "The record exhibits that for rate-making purposes the ports on the Atlantic and Gulf coasts of the United States have been placed into three distinct groups: namely, the North Atlantic group, which embraces all ports from Portland, Me., to Norfolk, Va., inclusive; the South Atlantic group, which embraces all Atlantic [fol. 2736] ports south of Norfolk, and the Gulf group, which includes all United States ports on the Gulf of Mexico. Prior to the war [World War I] there was no such definite groupings of ports for the purpose of establishing fixed rate relationships. It is of record that on certain traffic moving from the Gulf to Hamburg at that time, the rate was 10 cents per hundred pounds in excess of the corresponding rate from New York; that on traffic moving from Boston to Europe the rate was sometimes lower than the corresponding rate from New York; and that with regard to Philadelphia and Baltimore, as compared with New York and Boston, the relationship between the rates varied. In other words, it was not a matter of agreement between carriers as to what the rate relationship between ports should be, but was the exercise by individual carriers of their right to fix rates which to them seemed justified by the conditions. Following the cessation of the war, and some time prior to April, 1920, there was evolved a system of port grouping and differentials. In April, 1920, the grouping of ports was as above indicated and the rates to the foreign ports

in question were applied on the differential principle, the amount of the differential in favor of the North Atlantic ports and against the Gulf ports generally being 15 cents per 100 pounds, or 5 cents per cubic foot, and against the South Atlantic ports 7½ cents per 100 pounds, or 2½ cents per cubic foot.

"On April 22 and 23, 1920, the members of the North Atlantic, South Atlantic, and Gulf steamship conferences in joint meeting adopted the aforementioned grouping plan and also the differentials then existing. The details of this conference situation will not be gone into at this point, and reference is made thereto only for historical purposes. Generally speaking, the amounts of the differentials have remained the same up to the present time. Just what influenced the fixation or adoption of these differentials is not reflected by the record. There is some testimony, however, to the effect that when the differentials were agreed upon among the conferences the intent was to fix percentage differentials: for example, 15 per cent instead of 15 cents. Evidence is of record that in 1920, at the time the differentials were agreed upon among the conferences, the general level of rates from the North Atlantic ports to the foreign ports involved in this proceeding was $1 per 100 pounds, whereas now it is about half that amount, such change of, of course, markedly affecting the relationship between the differentials and the rates. It is therefore manifest that the high percentage relationship which the differentials to-day bear to the rates is a matter of more concern to the shipper than was the relationship which obtained in 1920."

Q. From your studies of the export and import rates to and from southern ports were you able to determine to [fol. 2737] what extent these rates were based on transportation conditions such as distance and cost?

A. These rates were made solely for the purpose of enabling the southern carriers to compete for waterborne commerce on basis of the total rail and ocean cost via the port of New York.

Q. In your study of export and import rates to and from southern ports have you found any change in the conditions which obtained in past years so far as the conditions affecting competition are concerned?

A. Yes, I have. In *Export and Import Rates to and from Southern Ports,* 205 I.C.C. 511, pp. 529-30, the Commission summarized the position of the southern lines with respect to the alleged "serious disadvantages of the southern ports" in meeting the competition of North Atlantic ports. The disadvantages urged were summarized in detail and I will refer to each one of the 18 alleged disadvantages and indicate with respect to each alleged disadvantage the very substantial change in conditions which has taken place since the decision in that case:

"1. The distances between southern ports and the principal foreign ports are greater than the distances between the North Atlantic ports and the same foreign ports, and in consequence the voyage time is longer."

Comment: While it is true that some distances from the southern ports are greater than from the North Atlantic, it is also true that there are many important foreign ports to which the distances from Charleston, Savannah, and New Orleans are much shorter than from New York. This is shown by my Exhibit —— (D-5).

[fol. 2738] "2. Steamship sailings from the southern ports are generally irregular and less frequent than from North Atlantic ports."

Comment: This is no longer true and I hardly need refer to the numerous port promotion publications of the South Atlantic and Gulf ports which indicate that they are now the beneficiaries of regular and frequent steamship service. In this connection I refer to Witness Gilman's Exhibit —— (N-1) which is material of the nature to which I have referred to indicate regular and frequent sailings from the southern ports.

"3. The vessels employed in the southern ports trade are generally smaller than, and otherwise inferior to, those employed in the North Atlantic trade."

Comment: This is not now true because practically all of the vessels in the various trades serving the northern and southern ports back at the time of the decision in the *Export and Import Rate Case* are now out of service and vessels which serve all of these ports are the larger war-built World War II vessels. In addition, the Merchant Marine Act of 1936 extended both construction and operating-differential subsidies to the United States Merchant Marine and the southern ports can no longer contend that there is any marked difference whatsoever in the cargo-type vessels employed in the southern ports trade as against the North Atlantic trade.

"4. The ocean rates from and to the southern ports are sometimes higher than from and to North Atlantic ports."

Comment: I know of no case in which this is true today. In fact, the ocean rates from the southern ports are now generally on an equality with those from North Atlantic [fol. 2739] Ports and in some cases lower. In this connection I call attention to my Exhibits —— (G-1), —— (G-2), —— (G-3), and —— (G-4).

"5. The banking facilities at the southern ports are inferior to those at New York and other North Atlantic ports."

Comment: There is no doubt that banking facilities at South Atlantic and Gulf ports have developed substantially since the southern lines record in the *Export and Import Rate Case*.

"6. Marine insurance rates are generally higher from the southern ports."

Comment: As I testified I have made an investigation of this matter and I find that Marine insurance rates are the same from southern ports and North Atlantic ports.

"7. Relatively few export and import brokers are located in the southern ports."

Comment: There is no shortage of export and import brokers in the southern ports.

"8. There is only limited opportunity for effective savings by the consolidation of ocean shipments at the southern ports."

Comment: This refers to consolidation of inbound ocean cargo for rail shipment. The limited opportunity referred to deals with an alleged scarcity of vessel arrivals and consequent inadequate cargo to make up fully loaded railroad cars. The growth of the South Atlantic and Gulf ports in the past 20 years has been such that at the present time there can be no doubt but that vessel arrivals are sufficiently great to enable any of the South Atlantic ports easily to consolidate inbound cargo into fully-loaded railroad cars. Furthermore, there can be found in each and every one of the South Atlantic and Gulf ports qualified [fol. 2740] freight forwarders whose very business it is to consolidate inbound ocean shipments for forwarding in carloads. In fact, the number of these forwarders and their impact on the movement of freight in the United States became so important by 1940 that in 1942 Congress was moved to enact Part 4 of the Interstate Commerce Act to regulate the activities of freight forwarders.

"9. The difference between the domestic and export rates to the southern ports does not permit the consolidation of export and domestic shipments in carload lots, whereas in the case of New York the export and domestic rates are generally on an equality and such consolidation is possible."

Comment: This is not true today. In fact, the situation has developed to the marked disadvantage of the Port of New York. At the time of the *Export and Import Rate case* it was a fact that export shipments moving to New York could be consolidated with domestic shipments because the rates were the same. This opportunity is not now available at the Port of New York because the export and domestic rates are on different levels. However, at the southern ports rules have been provided as exceptions,

under which carloads may be consolidated so as to include both export and domestic freight. See Agent H. M. Engdahl's I.C.C. 136, Item 100.

"10. The established trend of cargo movement is between the North Atlantic and foreign ports and the tendency is for shippers to prefer routes they have been accustomed to use."

Comment: The fact that this proceeding has been instituted, and the fact that this presentation is being made is attributable simply to the further fact that the estab- [fol. 2741] lished trend of cargo movement has been away from the Port of New York, the highest rated port in the North Atlantic and Gulf range, and toward ports to the south of New York, including the South Atlantic and Gulf ports.

"11. The wider range of foreign ports served by regular steamship lines operating to and from the North Atlantic ports compared with those served by regular lines operating to and from the southern ports."

Comment: In this connection permit me to refer again to Witness Gilman's Exhibit —— (N-1) which indicates that there is no lack of width to the range of foreign ports served by regular steamship lines operating from the southern ports.

"12. The greater facilities in the North Atlantic ports for supervision and inspection of cargo."

Comment: Again let me refer to Witness Gilman's Exhibit —— (N-1) which indicates that there is no lack of superb facilities at the southern ports for supervision and inspection of cargo.

"13. The location at New York of the headquarters of the majority of the principal steamship lines."

Comment: While it is true that many steamship lines have their headquarters in New York, this matter is of no significance in connection with the availability of service.

All of the principal steamship lines have well staffed agencies at all of the principal ports.

"14. Thus affording a meeting place where shippers may regularly and conveniently negotiate for adjustments of rates."

Comment: There has been a substantial change in the practice of negotiating for adjustments of rates in that rate adjustments have become fairly well stabilized and ocean [fol. 2742] carriers have in general grouped themselves into conferences which file their conference agreements with the Federal Maritime Board as required by Section 15 of the Shipping Act of 1916. Furthermore, these steamship lines file their outbound tariffs with the Maritime Board. As has been observed, many large rate adjustments are equalized from large groups of ports and the matter of negotiating for adjustments of rates is of less moment today than it was 20 years ago when there was little uniformity in ocean rate making and relatively few conferences.

"15. The extensive local consumption at New York of commodities that are also exported, which makes it a large concentration point for storage of such commodities, readily available for export on short notice."

Comment: This allegation is no longer valid, even if it was valid when made, which we doubt. It is certainly not valid today because the domestic rates to New York are substantially higher than the export rates and a shipper would be ill-advised to pay the domestic freight rates on traffic that might later move for export. Additionally, the exporter would lose under this arrangement the complete service to shipside which is ordinarily included in the export rates and would be subjected to the additional expense of transferring from warehouse to shipside.

"16. The differential rates under the all-rail rates available between New York and interior points via lake-and-rail routes, and the New York barge canal."

Comment: There is a quick and short answer to this allegation. Since World War II all of the rail-and-lake and barge services to and from the Midcontinent area have been suspended and the rates applying in connection therewith have been cancelled.

[fol. 2743] "17. The favorable location of New York with respect to the Dominion of Canada, from which commodities may move through and be manufactured in the United States and exported through New York without the payment of import duties to the United States."

Comment: The facts with respect to this allegation have been investigated and the allegation cannot be verified. My investigation convinces me that there is no substance to this allegation.

"18. The densely populated and highly industrialized territory immediately adjacent to New York, which affords a market for a large volume of import traffic and produces great quantities of high-class export freight."

Comment: The fact that the New York area is densely populated and highly industrialized and affords the market for a large volume of import traffic cannot be denied. Furthermore, it is true that the area immediately adjacent to New York does produce substantial quantities of high-class export freight. However, this has nothing to do with the issue in this case which deals with the gradually deteriorating position of New York as a gateway for export and import traffic from and to the central territory here involved. It should be observed, moreover, that there is nothing in this export and import freight for the New York railroads who are respondents here. What the New York rail respondents are concerned with in this case is the movement of traffic via their lines.

Q. You have testified that a structure of import and export rates to and from southern ports was established following the decision of the Commission in *Export and Import Rates to and From Southern Ports*, 205 I.C.C. 511,

[fol. 2744] and you have just concluded testimony with respect to some 18 allegations of disadvantage alleged in that case by the southern interests. Have you made a study of the export and import rates presently applicable to and from southern ports?

A. Yes, I have.

Q. Are these rates substantially those which were published following the decision of the Commission in the *Export and Import rate case* to which you have just referred?

A. Yes, they are, with adjustments brought about by the various general increase rate proceedings.

Q. Will you now describe the rate statements you have prepared dealing with export and import rates to and from southern ports and other ports?

A. I have prepared my Exhibit No. —— (L-1) which is a statement showing typical export and import rates Classes 1, 3, 40, and 6, between representative points in the Central West, on the one hand, and the Port of New York and other North Atlantic, Canadian, South Atlantic and Gulf ports on the other hand. The rates shown in this exhibit are all in cents per 100 pounds and are subject to the increases in *Ex Parte 206*. A study of the exhibit indicates that the rates applicable to and from southern ports on export and import traffic are in every instance substantially below those applicable to and from New York Harbor to and from the same interior origins. The rates to and from southern ports shown in this exhibit, together with the decline in traffic to and from New York which will be shown on the record in this proceeding, indicates to [fol. 2745] me the urgent necessity for a revised structure of import and export railroad rates to and from New York, to the end that the competitive positions of the railroads serving New York be improved and a halt brought to the deterioration that is taking place in the movement of export and import traffic through the Port of New York.

Q. Will you give several examples from your Exhibit —— (L-1) illustrating the disadvantage under which New York labors?

A. I show below several typical instances of New York's rate disadvantage, bearing in mind that I have previously

testified with respect to the alleged advantages of New York which no longer exist. In other words, competing ports, in general, do not now suffer from the disadvantages alleged to exist in years gone by and have overcome any disadvantages by growth and development, while New York still labors under the handicap of higher freight rates.

Turning now to specific examples from my exhibit, I should first like to explain the general makeup of this exhibit which is of critical importance in this case because it highlights so clearly our rate handicaps.

The exhibit consists of 10 pages, eight of which show the rate tables. The rates are those in effect during March of 1957 and this observation is necessary for the reason that these rates would be subject to the increases under Ex Parte 206 and some of the rates have been revised to and from the Gulf ports restoring in a measure the relationship of those rates, particularly in the "B" column, with rates to and from Baltimore.

[fol. 2746] We show rates between eight typical central territory points on the one hand, and eleven North Atlantic and Canadian ports on the other hand, besides nine South Atlantic and Gulf ports. The table of rates covers exports and also imports. We have shown the rates for Classes 1, 3, 40 and 6. There are many additional columns of rates but for examples of our disadvantage we think that the four columns of rates suffice.

This exhibit also shows what is termed the 28300 class rate mileages between the central territory points and the ports as shown in the exhibit. It will be noted from page 2 of the exhibit that the class 40 rate from Chicago to New York on exports is 139 cents as compared with the same rate to Baltimore of 136 cents. The exhibit also shows that the class 40 rates to all of the South Atlantic and Gulf ports from Chicago under Column B is 131 cents. The Column B rates apply on exports to foreign countries located in Europe, Africa and the East Coast of South America. The Column A rate shown with respect to the South Atlantic and Gulf ports is 136 cents and the Column A rates apply to all foreign countries other than those to which the Column B rates apply.

Turning to the matter of the 28300 mileages shown in my exhibit, it should be noted that the mileage is 890 to the Port of New York the same as to the Port of New Orleans. These rates were not constructed on the basis of distance but primarily on the basis of the carriers meeting competition. For example, page 2 of my exhibit shows that the 28300 mileages from Chicago to Houston are 1035, to Corpus Christi 1257, and to the Canadian ports such [fol. 2747] as Halifax, Nova Scotia 1590 miles; to St. Johns, New Brunswick 1422, and to Norfolk, Va. 914 miles. An examination of the exhibit pages gives similar examples covering rates between other central territory points and these same ranges of ports. Therefore, I do not believe it is necessary for me to make any further explanations.

As I said before, the statement also includes rates covering import traffic and I would like to give an outline of examples as to these rates by referring to page 6 of my exhibit which shows the same class rates on import freight from all of the ranges of ports to Indianapolis, Indiana. Class 40 applicable from New York is shown as 125 cents and from the South Atlantic and Gulf ranges of ports under the B column the class 40 rate is 119 cents. The B column of rates applies on traffic from foreign countries located in Europe and Africa. The rate under the A column is 122 cents and this rate would apply from all foreign countries other than those located in Europe and Africa. Here again, it will be noted that the exhibit shows the so-called 28300 class rate distances. With respect to Indianapolis, the distance from New York is 799 miles, from Baltimore 650 miles, from Norfolk 766 miles, from Savannah, Ga. 809 miles; from Jacksonville 887 miles; from New Orleans 811 miles, from Houston-Galveston 964 miles, from Corpus Christi, 1186 miles. Here again it is very plain to see that in the construction of the rates distances have been ignored.

Q. In connection with import and export rates to and [fol. 2748] from the territory here involved, have you made a study to determine whether or not the interior territory is grouped for rate making purposes?

A. Yes. I have made such a study and there is extensive grouping.

Q. Have you prepared an exhibit to indicate the size and extent of these groups and how they work in connection with the application of import and export rates?

A. I have prepared my Exhibits Nos. —— (P-1) and —— (P-2).

Q. Before proceeding to explain the two map exhibits just referred to, have your studies indicated whether or not the interior rate groupings are the same in connection with imports and exports via North Atlantic ports, South Atlantic ports and Gulf ports?

A. I have investigated this subject also and the groupings are not the same.

Q. Do your map exhibits cover this point?

A. They do.

Q. Will you proceed to deal with the matter of interior groupings, using your map exhiibts —— (P-1) and —— (P-2)?

A. Taking up first my Exhibit —— (P-1), it will be observed that the exhibit shows named groupings. For example, we will spot Chicago on the exhibit and it will be noted that Chicago is shown within a black colored line. This area within this black colored line is the origin area from which the Chicago export rates apply to the North [fol. 2749] Atlantic and Canadian range of ports. All of the named groupings shown in the exhibits are the groupings observed by the carriers serving the North Atlantic ports and are as to the area the same as the groupings prescribed by the Interstate Commerce Commission in the *Eastern Class Rate Investigation*, Docket 15879. The map shows a legend in the bottom of the right hand corner which explains the colored areas in the exhibit. For example, the yellow coloring is the area from which the southern carriers observe the Chicago rate to the South Atlantic and Gulf ranges of ports. It will be noted that this yellow area encompasses approximately 12 of the groups, many of which have different rates to the North Atlantic range of ports. However, to the South Atlantic and Gulf range of ports the Chicago rate applies. This difference in the rates to North Atlantic ports is pretty nearly in every case on the high side for New York because of the fact that the rates as constructed under the *Eastern Class Rate Investi-*

gation, Docket No. 15879, were prescribed as key rates which took into consideration distances to the East. Hence, it may be observed that from points within the Quincy group included in the yellow area the rates to the North Atlantic would be substantially higher than the Chicago rate as observed by the southern carriers to the Gulf ports.

The same situation will apply with regard to the blue colored area from which the Indianapolis-Baltimore export rate applies to southern ports. Here again it will be noted that this blue colored area encompasses quite a number of the groupings as observed to the Port of New York and [fol. 2750] North Atlantic range of ports. The green area shown in the exhibit is the area from which the Cedar Rapids-Baltimore export rates apply to southern ports. This area generally lies west of the Mississippi River and the rates in issue do not include that part of the United States. However, we have included the Cedar Rapids group to indicate that the favoring of southern ports in the grouping of the origin territory is general and is not alone confined to the competitive territory involved in this case.

This same exhibit shows red lines made up for the purpose of portraying the areas observed by the southern carriers in setting up their group numbering of the involved territory. It will be noted that within this red circumscribed area there are shown outline numbers some of which show a subletter. Returning once more to the yellow area, it will be noted that it is subdivided into a number of sub-areas beginning with the number 7 and proceeding with sub-areas 7a, 7b, 7c, etc. The designations on the sub-areas such as 7c are the identifying group numbers as provided for in the tariffs as issued for account of the railroads serving the South Atlantic and Gulf ports. From this area to Southern ports the Chicago-Baltimore basis of export rates is made applicable by the southern carriers. However, the Chicago-Baltimore basis is not applicable with respect to export traffic to the foreign countries located in Europe, Africa and the East Coast of South America. On export traffic to Europe, Africa and the East Coast of South America the so-called Todd-Knott basis of differentials to which I have previously referred

in my testimony, is applicable. These rates can be found in my rate Exhibit —— (L-1) under Column B.

[fol. 2751] Referring now to Exhibit —— (P-2), this portrays the story as to the designation of territory in the Central West with regard to the freight rates applicable from the ports on import traffic.

Here, again, it will be seen that the yellow area is subdivided into 13 sub-areas numbered 5, 7, 7a through 7j, and 8.

Generally, on import traffic the Baltimore-Chicago basis would be applicable to this substantial area. The important exception relates to traffic from all countries in Europe and Africa from which the Todd-Knott differential basis applies.

Q. Will you give a brief example of specific rates applicable to and from named points to illustrate the effect of the very large groups on all export and import traffic through southern ports compared with the very small groups involved in connection with traffic through North Atlantic ports?

A. Referring to my Exhibit —— (L-1), let me begin by using Chicago, Ill., as an origin for export. The rate from Chicago to New Orleans is 336 cents and the mileage is 906; to New York the rate is 340 cents, and the mileage is 890. We go in a southwesterly direction from Chicago to Peoria, Ill., and we find that the rate to Gulf ports is the same as the rate from Chicago because, as will be observed from my Exhibit —— (P-1), Peoria is in the large yellow group taking the Chicago rate on export traffic to southern ports. However, the situation is different when we consider the rate from Peoria to New York. In that case, we find that the Peoria-New York rate is 359 cents or 23 cents over the Peoria-Gulf ports rate, the Peoria-Gulf ports rates being the same from Chicago, Peoria and all other points in the very large yellow group shown on my Exhibit —— (P-1).

[fol. 2752] Again illustrating the effect of the large yellow group shown on Exhibit —— (P-1), I call attention to the fact that a very important point like St. Louis, Mo. is included in the group we are considering and takes the Chicago rate basis to Gulf ports. Again, however, we

find that the rate from St. Louis to New York Harbor is 369 cents or 33 cents over the rate from St. Louis to Gulf ports.

It will thus be seen that all of the points in the large yellow group on my Exhibit —— (P-1) enjoy the same rate to Gulf ports, but that the only group for purposes of rate-making to New York Harbor with respect to Chicago, for example, is the small area confined by a solid black line around Chicago on my Exhibit —— (P-1). In other words, the group for southbound application is *about ten times greater* than is the Chicago group for application in connection with the rates to New York. It is a fact, also, that the rates from practically all of the subgroups in the yellow area to New York are higher than the rates from Chicago to New York. It follows, therefore, that in addition to the competitive disadvantage that New York suffers because (a) the export rates to New York are differentially above those to Baltimore and (b) the export rates to New York are differentially higher than those to South Atlantic and Gulf ports by either

1) the Baltimore differential, or

2) The Todd-Knott basis

it suffers also from the added disadvantage that the export rates from interior competitive territory are the subject [fol. 2753] of the most extraordinary and unnatural grouping into enormous groups over many hundreds of miles. At the same time the rates to the East are grouped into areas which conform to grouping specifications indicated by the Commission in formal proceedings to be fair and reasonable and adopted by it for rate-making purposes.

Q. The examples you have given related to export traffic. Will you give us examples of the effect of the extraordinarily large grouping on import traffic?

A. In essence, the effect on New York is the same because of the very large group available on import traffic from Gulf ports to the interior territory. Here, again, the import rates are uniform from the Gulf ports to the very large Chicago group shown in yellow on my Exhibit —— (P-2). However, as I have testified just previously, there

is available on import traffic from the Port of New York to Chicago the same rate to only a small area around Chicago which is approximately 10 per cent or less of the entire yellow area. Therefore, shipments moving from New York to those portions in the yellow area not in the Chicago group must bear substantially higher freight charges than the same shipments from Gulf ports to any part of the yellow area.

Taking a few specific examples, the Class 40 import rate from the Gulf ports to the entire yellow area is 131 cents on traffic from foreign countries located in Europe and Africa, and 136 cents on foreign traffic from all other parts of the world. These rates compare with the Class 40 rate on all foreign traffic from all parts of the world through the Port of New York of 139 cents, or a higher [fol. 2754] rate through New York in the amount of 8 cents and 3 cents respectively.

The disadvantage referred to with respect to Chicago under which New York labors becomes even greater as we move out of the Chicago area. Taking Peoria, Ill., for example, the rates from the Gulf ports are the same as previously referred to as applicable to Chicago, whereas the rate from New York to Peoria covering freight from all parts of the world is 145 cents, reflecting disadvantages to New York of 14 cents and 9 cents, respectively.

Taking one final example to illustrate New York's disadvantage, let us consider St. Louis. The rates from the Gulf ports to St. Louis are the same as those previously referred to as applying to Chicago. However, the rate from New York on traffic from all parts of the world is 149 cents, reflecting a difference of 18 cents and 13 cents, respectively.

Thus, it will be seen that it is not only a matter of differential rates which handicaps New York, but also a matter of extraordinary and unnaturally large groups with respect to rates applicable to and from the Gulf ports, which adds to the handicaps under which New York labors.

Referring again to my Exhibits —— (P-1) and —— (P-2), the testimony I have just given could be repeated with respect to all the named groups shown on the two exhibits in color. However, in order to avoid unduly bur-

denigg the record, we have prepared no additional rate exhibits on this point and will conclude this subject with the observation just made.

Q. Do the lines serving New York and other North Atlantic ports join with carriers serving Gulf ports in [fol. 2755] making export and import rates?

A. Prior to about 1947 the eastern lines apparently could not see their way clear to joining with the southern lines in participating in rates reflecting levels lower than those applying to and from the Port of New York. However, the first break in this situation came, as above stated, about 1947 when the New York Central put into effect rates to certain of the Gulf ports on an equality with the rates applying in connection with other carriers. As of today, rates are in effect to and from points in the colored area which are served by the New York Central, Pennsylvania, Baltimore and Ohio, and New York, Chicago and St. Louis Railroads, applying to and from South Atlantic and Gulf ports.

Q. Have you prepared an exhibit to portray the situation you have just been describing in which the so-called eastern railroads join in routes to the South Atlantic and Gulf ports, over which the rates are generally lower than those applying to and from New York?

A. I have. It is Exhibit —— (NN).

Q. Using the Exhibit —— (NN), will you please explain what is there shown?

A. If you will refer to my Exhibit —— (NN), you will see that the exhibit has a legend in the upper left-hand corner and the legend designates routes which may be said are typical of numerous other routes applying in connection with the New York Central, Pennsylvania, Baltimore and Ohio and New York, Chicago and St. Louis railroads from the stations of these railroads in the in-[fol. 2756] volved territory (portrayed in color on my Exhibits —— (P-1) and —— (P-2)) to and from ports located in the South Atlantic and the Gulf range of the ports. It will be noted from my exhibit that we show in purple one typical route into Texas ports via the New York Central, G. M. & O., St. L. & S. W., and C.R.I. & P. Another route is shown in red via the B & O and L & N. Still an-

other route is shown in blue coloring via the P.R.R., C.N.O. & T.P., N.C. & St.L, and Southern Railway. A fourth route is shown in green via the N.Y.C. & St.L. and I.C. By this exhibit we show these four routes mainly for the purpose of illustrating the numerous routes which are in effect to and from the ports in the South Atlantic and Gulf ranges. I might further explain that while a route is shown into the Texas ports via the New York Central, these Texas ports are also served by the carriers that are shown in the routing to the other southern ports. In other words, the routes I have shown are merely typical of a host of other routes which do involve the same origin lines.

Q. Have you made an investigation to determine the circumstances which led to the eastern railroads joining in routes to the South Atlantic and Gulf ports at rates lower than would be applicable on export and import traffic via our direct routes to New York?

A. Yes. This matter has been a sore spot with us for a long time. One would suppose that the railroads serving our port would not join in routes which would have the effect of taking the traffic away from our port and further [fol. 2757] handicapping us in our competition for export and import traffic. The explanation for this situation is simply that the eastern lines found themselves in a position where traffic was moved from stations on their lines via competing railroads to and from southern ports. They were losing the traffic anyway, and in an effort to obtain at least some small revenue out of these movements, the eastern lines were actually compelled to join with the southern carriers in routes to and from southern ports.

When you consider that we had, prior to 1947, been suffering under the rate handicaps which I have already described and under the handicaps of the large rate groups which I have also just described, you can understand our shock and dismay at being confronted with still another situation in which the very carriers who serve our port are called upon to join in routes which drain traffic away from New York. We feel that New York's handicaps have reached the breaking point and the time when something should be done about it is long past due. We feel that the

carriers serving the eastern ports should have filed the tariffs here under consideration at least ten years ago. However, now that they have concluded to move forward in an effort to recapture some of the traffic naturally tributary to their lines, we are losing no time in giving them all the support we can.

Q. Taking the B & O and the P.R.R., you have stated that those lines join with southern carriers in routes and rates on export and import traffic to and from southern ports. Have you made an investigation to determine whether or not these particular lines join in equalized rates to and from South Atlantic and Gulf ports?

[fol. 2758] A. Yes. The rates in which the B & O and the P.R.R. join with southern railroads to and from South Atlantic and Gulf ports are on an equalized basis. In other words, the B & O and the P.R.R. join with southern carriers in export and import rates which are equalized with respect to all South Atlantic and Gulf ports throughout the entire range from Morehead City, N.C., down the Atlantic Coast and along the Gulf to Corpus Christi.

Q. Do these same carriers, the B & O and the P.R.R., publish equalized rates to the North Atlantic range of ports?

A. No, as I indicated at the outset of my testimony, New York is on a differential basis higher than Baltimore, Philadelphia and Norfolk. The B & O and the P.R.R., for reasons above explained, join with southern carriers in rates to and from South Atlantic and Gulf Ports which are not only lower than to and from New York, Philadelphia, Baltimore and Norfolk, but are also equalized to all South Atlantic and Gulf ports. Yet, these same railroads, the B & O and the Pennsylvania, have steadfastly refused to accord equalization to New York with other North Atlantic ports.

Q. Do the New York Central and the Erie Railroads join in rates and routes from and to the affected territory in connection with traffic moving through ports to the south of New York, particularly Philadelphia, Baltimore and Hampton Roads?

A. Yes, they do.

Q. Is this situation relatively recent like the rates and routes in which these same carriers join involving traffic via South Atlantic and Gulf ports?

[fol. 2759] A. No. The rates and routes to and from the ports south of New York have included our New York railroads as long as I can remember. In other words, while New York has been handicapped by the differential, the railroads which reach New York directly with their own lines, in order to participate in the business moving to the lower rated North Atlantic ports, have been compelled to join in rates and routes to and from those ports, short-hauling themselves. This action has been taken by the New York lines with respect to points both local and competitive. I will deal later more specifically with points on the lines of the New York railroads not served by the Pennsylvania and Baltimore and Ohio railroads.

In connection with the joint rates and routes just described, it should be noted that the New York Central and Erie, for example, join in export-import rates to both Baltimore and Norfolk, which rates are equalized to and from both ports. Nevertheless, equalization has not been available for the Port of New York.

Q. Referring to your Exhibits —— (P-1) and —— (P-2), will you please explain the significance of the named groups encircled with a heavy black line to the right of the colored group area?

A. These non-colored groups which are all named lie to the east of the colored groups. They are all east of the line of the Monon Railroad, reference to which may be found in the decision of the Commission in the *Export and Import Rate Case*, 205 I.C.C. 511, to which I have previously referred. I have had these groups east of the [fol. 2760] line of the Monon portrayed on my Exhibits —— (P-1) and —— (P-2) to indicate that generally export rates are in effect from this territory to South Atlantic and Gulf ports on an equality. In other words, the rates from these groups east of the Monon Railroad to southern ports are equalized, as is the case with respect to rates from the colored groups to southern ports. Under such circumstances, the railroads operating from these groups to North Atlantic ports show no indication of being op-

posed to the principle of equalization in fixing rates to the southern and Gulf ports, whereas the differential handicap is insisted upon with regard to the rates to New York.

Q. Is there a large number of points in the affected territory which are served only by the respondent New York lines and friendly connections and which are not local to the B & O and the P.R.R., protesting carriers in this case?

A. Yes.

Q. Have you prepared an exhibit which lists these points in the affected territory local to the lines of the New York lines and their friendly connections?

A. Yes. This list of points is shown in my Exhibit —— (I) consisting of 29 pages and containing some 1415 points.

Q. Are all the points in Exhibit —— (I) embraced in the issues in this proceeding?

A. Yes. These points are among those which would take the proposed reduced rates.

[fol. 2761] Q. Have you examined the protests of the railroads and commercial and port interests at the ports south of New York to determine whether they have asked for suspension and investigation of proposed reduced rates from and to the points in your Exhibit —— (I) local to the lines of the respondent New York railroads and their friendly connections?

A. I have.

Q. Do the railroads and port and commercial interests at the ports south of New York object to the proposed reductions from the points in your Exhibit —— (I)?

A. They do.

Q. Do the railroads serving the ports south of New York have any control whatsoever over the rates from and to points listed in your Exhibit —— (I)?

A. They do not.

Q. Have the New York respondents in the past uniformly joined with railroads serving ports south of New York in rates from and to the points shown on Exhibit —— (I) differentially lower than the rates applying to and from New York?

A. Yes, they have, thereby short-hauling their own lines and according lower rates from and to points local to their

lines via ports like Philadelphia, Baltimore and Norfolk, than via their own Port of New York.

Q. Can you explain why the New York respondents have up to now permitted and enforced differentially higher rates from and to points local to their own lines to New York?

A. Strange as it may seem, for as long as I can remember [fol. 2762] the railroads serving the Port of New York have maintained higher rates to and from the Port with respect to points local to their lines and have joined in lower rates from and to the same points to ports south of New York because they have respected the old 1877 Agreement reproduced and referred to previously in my testimony.

Following the general equalization of the ocean rates by 1935, and continuously since, we have been insisting that the lines serving our Port remove the differential handicap under which New York labors. We had been unsuccessful in our pleas to the various railroads serving New York until, finally, the New York lines and their friendly connections published the rates which are the subject of this proceeding. Let me emphasize that this was accomplished through independent action because no mutual agreement could be reached on the matter at the committee meetings of the eastern lines. In other words, the New York lines, respondents in this case, through various committees and groups of committees, have tried from time to time to effect the reduction but have been unable to obtain a favorable vote by committee action.

Q. Do the Pennsylvania and the B & O in any way actually control rate-making policies to and from the affected territory?

A. While a great many points shown on my Exhibit —— (I), are not on the lines of the Pennsylvania and the B & O, nevertheless, those railroads in my experience attempted to control the entire rate structure by threatening a general rate war every time a reduction, such as here proposed by the New York lines, has been suggested. [fol. 2763] As indicated by their retaliatory tariffs, they have carried out their threat.

Q. Have you made a study of railroad mileages be-

tween the Central territory area involved in this case and the North Atlantic ports?

A. Yes, we have made such a study and we put a lot of effort into it in order to make it comprehensive and exhaustive.

Q. What does the study purport to show?

A. It shows routes between the Central territory area involved in this case and the North Atlantic ports.

Q. Have you prepared an exhibit based upon the material in your study?

A. Yes.

Q. Please proceed to explain the exhibit.

A. The exhibit that I have prepared is Exhibit —— (J), consisting of 58 pages. It covers 114 named rate groups which are in reality key points in the Central territory out of a total of 128 named rate groups or key points.

Referring to page 1 of the exhibit, for example, it will be noticed that Aurora, Ill., and Bloomington, Ill., are shown on that page. These two named municipalities are at the left-hand side of the exhibit and are actually the names of rate groups or key points located in Central territory. The point which I wish to emphasize is that while Exhibit —— (J) shows at the extreme left the names of municipalities, these are, in fact, the names of rate groups or key points. A graphic representation of what I have just stated can be seen on my Exhibit —— (P-1) and —— (P-2) where the rate groups bearing the names [fol. 2764] of municipalities are encircled with a heavy black line.

Please notice also under the names of the rate groups a sub-listing of municipalities, two for every rate group or key point. These two sub-listed points are stations or municipalities from and to which we have checked out of the tariffs examples of actually-published tariff routings. These routings are typical of the many published and available routes which apply to and from points within the boundaries of the rate group.

In checking out the routes and mileages from typical stations within the boundaries of the rate groups shown on my Exhibit —— (J), to the North Atlantic ports shown on the exhibit, i.e., Norfolk, Baltimore, and New York,

we have first selected points which would reflect the longest haul from the farthest distant station in the interior rate group to the farthest distant station in the port area. I should like to further explain that when we refer to a port area, we have in mind the recognized geographical terminal area to and from which railroads provide the same rate. Hence, in measuring distances to a port area we have found that to certain stations in the port terminal area the distances are shorter and to others longer.

Taking the Aurora group, the mileage from Elgin, Ill., to the Naval Operating Base in the Norfolk, Va., port area, is the longest route we could find between any station in the Aurora group and any station in the Norfolk port area. As another example, the mileage involved in a route from Elgin, Ill., in the Aurora group to the Sparrows Point station in the Baltimore port area is the longest route we could find involving the Aurora group and the Baltimore port area.

[fol. 2765] Referring again to Elgin, Ill., shown on Page 1 of Exhibit —— (J) under the Aurora group, the routes shown in the exhibit to Norfolk, Va. (Naval Operating Base), indicate that the distance is 1472.76 miles; to Baltimore, Md. (Sparrows Point), 1305.43 miles; and to New York (60th Street), 1230.11 miles. Please note that the distance to the New York point (60th Street) is shorter than the distance either to the Norfolk or Baltimore station indicated. In other words, it should be noted that the longest route to Norfolk is 242.65 miles *greater* than the longest route to New York.

Next, we have undertaken to show on the exhibit the shortest routes that we could find between the interior rate group and the North Atlantic port area. For example, again taking the Aurora rate group on page 1 of Exhibit —— (J) you will find Essex, Ill., as the station nearest the North Atlantic port areas. For example, the distance from Essex to Norfolk (Lamberts Point), is the shortest haul that we could find between any station in the Aurora group and any station in the Norfolk port area. The distance from Essex to Norfolk (Lamberts Point) is 1076.7 miles; to Baltimore (Port Covington), 944.5 miles; and to New York (Belleville, N. J.), 966.6 miles. Here it should be

noted that the shortest route to Baltimore, for example, is only 22.1 miles less than the shortest route to New York.

My Exhibit —— (J) shows also, in connection with each of the Central territory rate groups or key points and the North Atlantic ports named in the exhibit, the so-called rate-making distances. By "rate-making distance," or "short-line distance," I refer to the definition of the Commission in the *Eastern Class Rate Investigation*, 164 I.C.C. [fol. 2766] 314, decided May 13, 1930 (Docket No. 15879), where, at page 394, the Commission found that:

> . . . in computing distances for the application of the distance scales prescribed in this proceeding the shortest routes should be used over which carload traffic can be moved without transfer of lading.

Referring again to the first rate group shown on page 1 of my Exhibit —— (J)—Aurora, Ill.—it will be noted that one column of mileages for rate making reflects those mileages used in constructing rates under the *Eastern Class Rate case*, Docket 15879 formulae. The other column shows the mileages in Docket 28300, *Class Rate Investigation, 1939*, 262 I.C.C. 447 (decided May 15, 1945). The important point which I wish to make in connection with the mileages shown is that, as is clear on the face of the exhibit, in most cases the actual tariff routes *over which the traffic moves*, even to Baltimore, are much longer than the rate-making miles shown in the exhibit.

Bearing in mind the explanation just made with respect to mileages shown on my Exhibit —— (J), I would now like to proceed to point out a few additional comparisons of distances to the low-rated ports of Norfolk and Baltimore as compared with New York, the highest rated port. I will confine these additional comparisons to such obviously important traffic groups as the Chicago group, on page 4 of my Exhibit —— (J), and the Marion, Ohio, group, on page 44 of this exhibit.

With respect to the Chicago group shown on page 4, it will be seen that from Joliet, Ill., the longest tariff routes we could find to Norfolk, Baltimore and New York are

[fol. 2767] 1459.73 miles, 1308.8 miles and 1195.7 miles, respectively. As among these three mileages it will be observed that the mileage to New York is the shortest, being 264.66 miles under Norfolk and 213.73 miles under Baltimore.

The shortest tariff routes from the Chicago group that we could check out to Norfolk, Baltimore and New York are from Crown Point, Ind., 920.0, 809.0 and 943.5 miles, respectively. Here, the route to New York is only 23.5 miles longer than the distance via the shortest route, to Norfolk, 920 miles—bearing in mind that Norfolk is on the Baltimore rate basis and New York takes a higher rate than the equalized rates applying to Baltimore and Norfolk. Further, please note that Norfolk's distance via the short-tariff route is 111 miles greater than the distance to Baltimore via the short-tariff route, in spite of which Norfolk enjoys the low Baltimore basis of rates. Even with respect to the short-tariff routes from Crown Point, Ind., to Norfolk, Baltimore and New York where, it will be noted, the respective distances are 920.0, 809.0 and 943.5 miles, please observe that the short-tariff distance from Crown Point to Baltimore is 42 miles longer than the short-line or rate-making distance of 767 miles from the Chicago group shown in the exhibit. In other words, even with respect to Baltimore which has so long argued in numerous cases before the Commission that it is entitled to the benefits of its geographical position, we find that the short-tariff routes over which the traffic moves are indeed longer than the so-called rate-making or short-line routes employed by these parties in their rate exhibits. [fol. 2767A] All of the foregoing illustrates the fact that the New York handicap is a penalty because it can have no other rational basis.

Turning now to other illustration dealing with the Marion, Ohio group, shown on page 44 of my Exhibit J, it will be observed that the longest distances from Marion, Ohio, to Norfolk, Baltimore and New York are 1049.33, 796, and 921.1 miles, respectively. Here, it will be observed, that the distance to New York via the longest route is 128.23 miles under the distance to Norfolk and 125.1 miles over Baltimore, in spite of which New York is handicapped by

a differential rate over both Norfolk and Baltimore which are equalized.

The short-tariff routes from Ontario, Ohio, in the Marion group to Norfolk, Baltimore and New York are 735.1, 494.1, and 681.6 miles, respectively. As to this interior origin point, it should be noted that the short-tariff distance to New York is 53.5 miles less than the short-tariff distance to Norfolk and despite this fact the rates to New York are higher than to Norfolk, the latter having the benefit of the Baltimore basis. The distance to Baltimore is 187.5 miles less than to New York and it should be further noted that the Baltimore distance of 494.1 miles as shown in my exhibit is also 27.9 miles less than the rate making distance of 522 miles. This is accounted for by the fact that the rate making distances are generally calculated to and from the key point or station named in the rate group, which generally appears to be located at the westerly border of the rate group, while Ontario, Ohio [fol. 2768] is located in the most easterly area of the rate group. The fact that New York's distance is 187.5 miles longer than the Baltimore distance reflects a situation no different than the one I have previously referred to with respect to Aurora where the distance to Norfolk is as much as 242.65 miles greater than the distance to New York.

Q. You have shown on your Exhibit —— (J) what you state to be the longest and the shortest routes from interior groups to various North Atlantic ports. Have you determined that these are, in fact, the longest and the shortest routes?

A. In our studies preliminary to the preparation of Exhibit J we checked out literally thousands of routes and I cannot say positively that in each and every instance we have the longest and the shortest route. What I can say with absolute confidence is that there may be a few routes which are longer or shorter but, on the whole, the long and short routes we have employed are truly representative.

Q. In your studies in connection with Exhibit —— (J) could you determine whether, as a general rule, there are a limited number of routes from the interior groups and the points within those groups shown in Exhibit —— (J)?

A. My studies reveal that there are innumerable routes available from virtually all of the origin points and there is nothing like a limited number of routes from any origin point.

Q. Can you tell us why so many routes from the origin points are available in the published tariffs?

A. The large number of routes grew up out of a natural desire on the part of all of the railroads in the origin territory to compete for and participate in the export-[fol. 2769] import traffic. It should be obvious that any railroad desiring to participate in the movement and compete for the traffic would have to become a party to a route published in a tariff. As I have observed, all of the railroads in the area naturally desire to compete for and participate in the movement and have seen to it that they are named as parties in the various routes shown in the tariffs.

Q. In your opinion, what value should be given by the Commission in adjudicating this case to the short-line mileages shown on the various exhibits in this case?

A. While it is a fact that in the *Eastern Class Rate Investigation*, Docket 15879, to which I have previously referred, and in a great number of other cases the Commission has adopted the short-line mileage as a yardstick for making rate scales, nevertheless I believe that in this case, where there is such a bewildering and literally endless number of routes, and where the mileages range both under and over those to and from the Port of New York, that there is no justification for any argument that New York should be continually handicapped by a rate penalty because of the short-line or rate-making mileage principle or formula.

Q. You have referred to rate equalization on export-import traffic through South Atlantic and Gulf ports and the partial equalization at North Atlantic ports, notably via Norfolk and Baltimore. Have you made any other studies to determine whether there exists any other port equalization structures on import and export traffic?

A. Yes, I have, and in that connection I have prepared my Exhibit —— (X-1).

[fol. 2770] Q. Will you describe briefly the rate structure which is the subject of your Exhibit —— (X-1)?

A. My Exhibit —— (X-1) deals with export and import rates through Pacific Coast ports.

Q. Will you proceed to explain what the exhibit purports to show?

A. This exhibit shows that to and from the interior of the United States, located east of the solid red line in the exhibit, freight rates are on an equality. For example, the rates to and from Chicago, on the one hand, and all of the Pacific Coastal ports, on the other hand, are the same. The same could be said about other municipalities east of this solid red line such as St. Louis, Indianapolis, Detroit, Michigan, Cleveland, Ohio, Columbus, Cincinnati, etc. It should be noted from the exhibit that the coastal area to which the equalized rates apply, covers a range of approximately 1440 miles from Vancouver, B. C. to San Diego, Cal. We also would like to point out through this exhibit that from and to this competitive central territory equalized rates apply to and from the range of ports located within the Gulf, an area of 700 miles from Corpus Christi, Tex., to Panama City, Fla. Furthermore, we are showing through this exhibit that equalization also applies from this competitive central territory to the range of ports located along the South Atlantic consisting of 445 miles from Jacksonville, Florida, to Morehead City, N. C. We further show that to and from the ports along the North Atlantic, Norfolk, Virginia, to Philadelphia, equalized rates under New York apply at Norfolk and Baltimore [fol. 2771] and lower rates apply at Philadelphia than at New York. The range of ports involved between Norfolk and Philadelphia covers a distance of 257 miles.

The exhibit also depicts the range of ports from New York to Portland, Maine, which covers a distance of 375 miles. We think it is significant to note that with equalized rates to and from this competitive territory in the West, on the one hand, and equalization of rates that apply to these vast ranges of ports along the Pacific Coast, the Gulf and the South Atlantic, on the other hand, that it is rather unusual to find unequal rates to this short range of ports extending from New York to Portland, Maine,

consisting of 375 miles. As has been shown earlier in my testimony, there was in the early days before the turn of the century, and for some years thereafter, a purported justification for the anomaly of unequal rates among this narrow range of ports.

Now, however, the historical justification, i.e., unequal ocean rates, has long since disappeared and the time is long past due when the inequality among rail rates to and from North Atlantic ports should have been abolished.

Q. You have testified concerning competition faced by the New York lines for export and import traffic from railroads serving North Atlantic ports to the south of New York, South Atlantic ports and Gulf ports. Is there any other competition?

A. Yes. The New York lines, for the last 10 years, have been faced with growing and now very intensive competition by ocean carriers operating direct services between foreign countries and into the Great Lakes ports such as [fol. 2772] Duluth, Milwaukee, Chicago, Detroit, Toledo, Cleveland, etc.

Q. Are those ports located in the central territory involved in this proceeding?

A. Yes, they are.

Q. Have the New York lines made an effort over the past 10 years to meet the competition of the ocean carriers via the all-water routes using the St. Lawrence Waterway and the Great Lakes?

A. Yes, they have.

Q. Has there been any opposition to the effort of the New York lines to meet the ocean carrier competition referred to?

A. Yes. The difficulty has arisen when the New York lines have endeavored to adjust their rates to meet the competition of these ocean carriers. The railroads serving the ports to the south of New York, principally Baltimore, have insisted that whatever action is taken by the New York lines should not result in a change in the differential rate structure.

In other words, when our New York railroads tried to adjust their rates to compete with the ocean carriers, the Baltimore railroads, for example, insisted that they should

have rates differentially under New York. Obviously, if the Baltimore railroads are able to succeed in maintaining a differential under New York on ocean carrier-competitive traffic, the result would be merely to shift the traffic from the ocean carriers employing the Great Lakes routes to the Port of Baltimore.

For the foregoing reasons, the New York railroads have been unable, as a practical matter, effectively to meet the competition of the ocean carriers using the Great Lakes routes.

[fol. 2773] Q. Have you made an investigation to determine the tonnages on the Great Lakes since 1947?

A. Yes. I have prepared Exhibit —— (Y-1) which shows that the total import and export tonnage moving via the Great Lakes has increased steadily from approximately 60,000 tons in 1947 to more than 475,000 tons in 1955.

Q. If the rate reductions published by the New York railroads are found just and reasonable, what is your opinion with respect to the ability of the railroads in the North Atlantic range to compete with the ocean carriers using the Lake routes?

A. A uniform level of rates to and from the North Atlantic ports would enable the railroads to work out in a practical way a suitable rate structure to meet the competition of the Lake routes in cooperation with the ocean carriers serving the North Atlantic range of ports.

[fol. 2774]

VERIFICATION

City of New York
State of New York ss.
County of New York

Edward K. Laux, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: /s/ Edward K. Laux

Subscribed in my presence and sworn before me
by the affiant above named on this
17th day of June, 1957.

/s/ Mildred C. Porth
Notary Public
My Commission expires 1959.

Seal

[fol. 2775]

EXHIBIT No.

I&S DOCKET 6615
WITNESS:
Page 1 of 7
EDWARD K. LAUX

June 4, 1956
File D2-T-736

Mr. M. Bourgeois, Secretary
Continental North Atlantic Westbound Freight Conf.
79, de Bomstratt
Antwerp, Belgium

Dear Sir:

We shall appreciate it if you would advise whether or not it is a fact that the westbound ocean rates maintained by the member lines of your Conference are equalized to all United States ports composing the North Atlantic range, i.e., Norfolk, Va. to Portland, Maine.

If there are exceptions to the existing equalized rates we would appreciate it if you would indicate the particular specific commodities where open rates apply.

Very truly yours,

Edward K. Laux

DWB:ma

[fol. 2776]

(Letterhead of Marseilles North Atlantic U. S. A. Freight Conference)

MARSEILLES June 8th 1956

THE PORT OF NEW-YORK AUTHORITY
111, Eighth Avenue at 15th Street
NEW-YORK 11
(U.S.A.)

Dear Sirs,

In reply to your letter of June 4th (File D.2—T.736), I beg to confirm you that our rates from Marseilles are the same to the North Atlantic Range from Hampton Roads to Portland, Maine.

In our tariff we have practically no open rate.

Very truly yours,

(Signature illegible)

(Letterhead of Spain-Portugal North Atlantic Range Conference)

SECRETARY

R. Garcia Vitros.

Balmes 181.

Barcelona June 7, 1956.

Mr. Edward K. Laux,
The Port of New York Authority,
Traffic Manager, Port Commerce Division,
New York, N.Y.

Dear Sir,

I beg to acknowledge receipt of your letter of 4th instant (Ref File D2-T-736).

With reference thereto I have to inform you that our Conference maintains "open" at present the rates on all commodities to all the North Atlantic ports of the United States North of Cape Hatteras.

Very truly yours,

/s/ R. Garcia Vitros
Secretary

[fol. 2778]

(Letterhead of Wilh. Wilhelmsen)

Oslo, 7th June 1956.

Our Ref: OS/GOi

The Port of New York Authority,
Port Development Department,
111 Eighth Avenue—at 15th Street,
NEW YORK 11, N.Y.

Dear Sirs,

NORWAY/NORTH ATLANTIC CONFERENCE

In reply to your letter of 4th June we may confirm that the westbound rates in subject Conference are equalized to all U.S. ports in the Portland, Me./Norfolk, Va. range.

Yours very truly,

per pro. WILH. WILHELMSEN

/s/ Marttrand

c.c. Norwegian America Line,
Oslo.

(Letterhead of Continental North Atlantic Westbound Freight Conference)

ANTWERP, 26 June 1956.

To

THE PORT OF NEW YORK AUTHORITY,
111 Eighth Avenue—at 15th Street,
NEW YORK 11, N.Y.
U. S. A.

Attention: Mr. Edward K. LAUX
Traffic Manager

Dear Sirs,

Reference is made to your letter dated June 4. 1956, File D2-T-736 and this Conference's reply of June 8.

The present is to advise that the rates and conditions of this Conference are identical for shipments from f.o.b. Antwerp, Rotterdam, Amsterdam, Bremen and Hamburg to New York, Boston, Philadelphia, Baltimore, Norfolk and/or Newport News, for cargo discharged at the Carrier's regular berths. The rates for cargo to other ports within the Hampton Roads/Portland (Maine) range, which as a rule are not regularly served by the Members, are subject to special agreement between the Conference Lines.

Kindly note that the Conference tariff is showing an "open rate" for crude naphtalene in bags or casks, for shipment on deck, with a minimum of $19.00 per 1000 kilos.

Very truly yours,

/s/ M. Bourgeois

(Mrs.) M. Bourgeois, Secretary.

(Letterhead of North Atlantic Westbound Freight Association)

15th June 1956.

(Ref: US/10).

The Port of New York Authority,
NEW YORK.

Dear Sirs,

FREIGHT RATES TO THE U.S.A.

In response to your letter of 4th June (File D2-T-736), we confirm that the freight rates of the Tariff of this Association are applicable to all United States ports in the North Atlantic range and that there are no exceptions to this rule.

Yours faithfully,

McDiarmid & Co.
Secretaries.

(Letterhead of French North-Atlantic Westbound Freight Conference)

June 27th 1956.

VIA AIR MAIL.

Mr. Edward K. LAUX.
Traffic Manager.
THE PORT OF NEW YORK AUTHORITY.
111 Eighth Avenue at 15th Street.
NEW YORK 11, N.Y.

Dear Sir,

Your Ref.: File D2-T-736.

Replying to your letter of the 4th inst., under the above reference, it is my privilege to advise that the French North Atlantic Westbound Freight Conference Tariff rates are equalized to all ports of the Atlantic Coast of the United States within the Hampton Roads/Portland (Me) Range, both inclusive, without exceptions, and that there are no "open" rates in the Tariff.

I beg to remain

Yours very truly,

/s/ M. LAMBERT

M. Lambert.
Secretary.

[fol. 2787A]

Exhibit No. (D-4) ——
I&S 6615
Witness: Edward K. Laux
Page 1 of 2

MEMORANDUM OF AGREEMENT, made this 5th day of April, A. D. 1877, between the New York Central and Hudson River Railroad Company, the Erie Railway Company, by H. J. Jewett, Receiver, the Pennsylvania Railroad Company, and the Baltimore & Ohio Railroad Company, witnesseth:

To avoid all future misunderstandings in respect to the geographical advantages or disadvantages of the Cities of Baltimore, Philadelphia and New York, as affected by rail-and-ocean transportation, and with the view of effecting an equalization of the aggregate cost of rail and ocean transportation between all competitive points in the West, Northwest and Southwest, and all domestic or foreign ports reached through the above cities, it is agreed:

FIRST:—That in lieu of the percentage differences heretofore agreed upon, there shall be fixed differences upon the rates on all Eastbound traffic from all competitive points beyond the western termini of the Trunk Lines, whether on freight shipped for local consumption or shipped locally and afterwards exported or shipped for direct export. These differences shall be as follows:

Three (3) cents less per hundred to Baltimore, and two (2) cents less per hundred to Philadelphia than the agreed rates established from time to time to New York, and all such traffic shall be billed at the rates thus fixed, and no export or other drawback shall be paid thereon. It being further agreed, that the cost to the shipper of delivering grain at each port from the terminus of each of the roads to the vessel in which it is exported, as well as the number of days free storage allowed thereon, shall be the same.

SECOND:—That the rates to Boston shall at no time be less than those to New York on domestic or foreign freights.

THIRD:—Should rail and ocean steam through bills of lading be issued, neither of the parties hereto will accept

as its proportion less than its current local rates to its seaboard termini; but no joint rail and ocean sail bills of lading shall be given or recognized by the parties hereto.

FOURTH:—That on all Westbound traffic passing over the roads of the parties hereto from competitive points at or east of their respective Eastern termini to all competitive points West, Northwest or Southwest of their Western termini, the differences in rates from Baltimore and Philadelphia below New York shall, on third class, fourth class, and special, be the same as the differences fixed on Eastbound business and on first and second classes, eight (8) cents less per 100 from Baltimore, and six (6) cents less per 100 from Philadelphia than the agreed rates from New York. And that after existing contracts governing foreign business can be terminated, neither of the parties hereto will accept as its proportion of the through ocean, steam and rail rate less than the established local rates.

FIFTH:—All agreements inconsistent herewith are hereby annulled.

[fol. 2787B] IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year aforesaid, to this agreement, which is intended to be permanent; but if either party desires modification, three months' notice must be given of such desire. Said modification to be made by mutual agreement.

(Signed)

N. Y. Central & Hudson R. R. Co.,
by Wm. H. Vanderbilt, V.P.

The Erie Railway Company,
by H. J. Jewett, Receiver.

The Pennsylvania Railroad Co.,
by Thomas A. Scott, Pres't.

The Baltimore & Ohio R. R. Co.,
by John W. Garrett, Pres't.

True copy of original.
W. H. Ijams, Sec'y.

[fol. 2820] Secretary's Certificate (omitted in printing).

[fol. 2821]

I.C.C. Exhibit No. 18

Verified Statement No. ——

Affiant: John Patterson

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of John Patterson

Export Traffic Manager

Allis-Chalmers Mfg. Co.

[fol. 2822]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of John Patterson

Export Traffic Manager

Allis-Chalmers Manufacturing Company

My name is John Patterson. I am Export Traffic Manager of the Allis-Chalmers Manufacturing Company of Milwaukee, Wisconsin. My business address is 50 Church Street, New York 7, New York.

The Allis-Chalmers Manufacturing Company is engaged in the business of manufacturing and distributing tractors, road making machinery, agricultural implements and heavy machinery such as cement mills, generating and power equipment, power transformers, electrical machinery, mining machinery, ore and stone crushing machinery etc. and parts thereof. Its manufacturing plants are located at:

Boston, Mass.	Springfield, Ill.
Norwood, Ohio	Cedar Rapids, Iowa
Pittsburgh, Pa.	La Porte, Indiana
Terre Haute, Ind.	Independence, Mo.
West Allis, Wis.	La Crosse, Wis.
Gadsden, Ala.	Oxnard, Calif.
Harvey, Ill.	

[fol. 2823] The Allis-Chalmers Manufacturing Company exports approximately 15% to 20% of its total production to foreign countries all over the world. This tonnage amounts to over 35,000 net tons per year.

Approximately 80% of the total tonnage exported by the Allis-Chalmers Manufacturing Company is moving through the Gulf and South Atlantic Ports because of the substantially lower rail rates applicable to those ports and the resultant savings. In transportation, as in every other service we buy, we look for the most economical service. So far as exporting our products is concerned, we find ourselves compelled to use ports other than the Port of New York because of the higher rail rates to and from that port. In this connection, I refer you to Appendix A, Appendix B and Appendix C attached which illustrates rates applying on tractors, engines and power units, road making machinery, agricultural machinery, agricultural implements and logging machinery from our various plants to the Port of New York, Port of Baltimore, and the Port of New Orleans, as well as other ports.

In recent years we have been forced to divert traffic formerly moving through the Port of New York to other ports because of the lower rail freight rates applicable via these other ports. As an illustration, up until seven or eight years ago, the preponderance of our export products moving to Venezuela were shipped through the Port of New York. Since that time, however, because of the substantial savings in the inland freight as a result of the lower rates applying via New Orleans, we have been forced to divert approximately 95% of our Venezuelan export tonnage to that port.

[fol. 2824] The Port of New York has been used only where necessary to meet steamer connections, deadlines on letters of credit, or similar emergency situations. Where New York has been used, our company has been forced to pay a premium in the form of higher rail rates.

The Allis-Chalmers Manufacturing Company is supporting the action of the railroads serving the Port of New York in reducing their rail rates to the level generally applicable on all traffic through Baltimore and on some traffic through Gulf and South Atlantic Ports. If the rail rates to New York are reduced as proposed, our company will ship some tonnage, though by no means all of our

traffic, through the Port of New York, as well as th
other ports having equalized rates.

Respectfully submitted

s/s (JOHN PATTERSON) Export Traffic
Allis-Chalmers Manufacturing Com

Date: June 10, 1957

[fol. 2825]

VERIFICATION

CITY OF NEW YORK
STATE OF NEW YORK ss.
COUNTY OF NEW YORK

John Patterson, being duly sworn, deposes and says
the foregoing statement is true and correct to the b
his information, knowledge and belief.

Signed: JOHN PATTER

Subscribed in my presence and sworn before me
by the affiant above named on this
10th day of June 1957.

s/s MALCOLM B. LUCKETT
Notary Public
My Commission expires 1958

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I.C.C. Exhibit No. 19

Verified Statement No. ——

Affiant: Edmund A. Senghas

ent is verified. Unless written request for cross i is received by affiant or his attorney (S. H. nvestment Bldg., Washington 5, D.C.) not later s prior to the hearing at which such evidence ould be offered, affiant desires that the state- sidered for incorporation in the record without appearance as a witness.

I&S Docket 6615

TION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Edmund A. Senghas

Assistant General Traffic Manager

National Biscuit Company

[fol. 2830]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Edmund A. Senghas

My name is Edmund A. Senghas. My business address is 425 Park Avenue, New York 22, New York. I am Assistant General Traffic Manager of the National Biscuit Company.

The National Biscuit Company makes and distributes, primarily, Bakery Goods and Cereals.

Our bakeries are located at

Atlanta	New York
Battle Creek	Niagara Falls
Cambridge	Oakland
Chicago	Philadelphia
Dayton	Pittsburgh
Denver	Portland
Holland	St. Louis
Houston	York

Also flour from our mills at Carthage, Mo., Cheney, Wash. and Toledo, Ohio. Although the company's production is mostly for domestic consumption, we do export a substantial tonnage, particularly flour from our Toledo mill to our plant in Venezuela.

[fol. 2831] When space is available, the flour moves from Toledo to Venezuela via an all-water route via the Great Lakes and the St. Lawrence at a cost substantially less than that resulting from a rail movement to a North Atlantic port and ocean steamer beyond. When ship space

is not available at Toledo, the flour is shipped by rail to Baltimore and ocean vessel to Venezuela. In 1955, about a million pounds moved via the all-water route from Toledo and somewhat more than that moved via Baltimore. In 1956, the tonnage which moved by rail via Baltimore was slightly less than that moving over the all-water route to Venezuela.

We must, of course, use the transportation method which results in the lowest cost. For that reason, we use the Port of Baltimore when space via the all-water route is unavailable. The rail rate on flour to Baltimore is 2 cents per 100 pounds lower than to New York and other ports taking the New York rate. On a loading of 80,000 pounds, this amounts to a saving of $16.00 per car.

When this movement to Venezuela first started four or five years ago, there was a disadvantage in using Baltimore because there was only one line to Venezuela serving that port. Now, however, we have available five lines from Baltimore to Venezuela and there is little difference between and frequency of sailings from Baltimore ~~to~~ New York.

The National Biscuit Company supports the railroads serving New York who are proposing to equalize the rail rates to that port with the rates to Baltimore. Although we would still continue to use the all-water route because of [fol. 2832] its lower cost when it is available, if the rail rates were equalized we would ship some tonnage through New York instead of using Baltimore exclusively when ship space is unavailable at Toledo.

Respectfully submitted,

s/s EDMUND A. SENGHAS

Assistant General Traffic Manager
National Biscuit Company

Date: June 14, 1957

[fol. 2833] VERIFICATION

City of New York
State of New York ss.
County of New York

Edmund A. Senghas, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: s/s Edmund A. Senghas

Subscribed in my presence and sworn before me
by the affiant above named on this
14th day of June, 1957

s/s May Costello
Notary Public
My Commission expires 1958

Seal

[fol. 2834]

I.C.C. Exhibit No. 20

Verified Statement No. ——

Affiant: Howard G. Seymour

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

Verified Statement of Howard G. Seymour, President

New York Foreign Freight Forwarders and Brokers Assn., Inc.

[fol. 2835]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified statement of Howard G. Seymour

President

New York Foreign Freight Forwarders and Brokers Assn., Inc.

My name is Howard G. Seymour. I am President of the New York Foreign Freight Forwarders and Brokers Association, Inc., 18 Pearl Street, New York, N.Y. I am also President of Mohegan International Corporation, 17 State Street, New York 4, N.Y. I have been authorized by the New York Foreign Freight Forwarders and Brokers Association to submit this verified statement.

All of the members of the Association operate at the Port of New York and an increasing number also have additional offices and facilities at other ports, particularly New Orleans and Baltimore.

A freight forwarder, of course, has a duty to the exporters or importers by whom he is employed to keep them fully informed of the cheapest method of transporting their products. To central territory the inland rail rates are somewhat lower via Baltimore and substantially lower via New Orleans than via New York.

[fol. 2836] In recent years more and more exporters and importers, after becoming familiar with the rail rate situation, have ceased using the Port of New York in favor of other ports which have lower inland rail freight rates.

This trend has been particularly noticeable since World War II. During the war, the government pre-empted the Port of New York for its traffic and virtually forced commercial traffic to use other ports. Many exporters and importers who thus became familiar with and accustomed to the lower rail rates applicable via New Orleans, for example, continued to use the lower rated ports even when New York again became completely available. They could see no reason for paying a penalty in the form of differentially higher rates in order to use the Port of New York.

Because of the inland rail rate situation, freight forwarders operating through the Port of New York have been faced with the choice of two alternatives. They could either expand or transfer their operations to lower-rated ports, or they could lose the traffic. In the case of the company with which I am personally associated, we have opened a branch office at New Orleans and presently have nine employees engaged in the operation at that port. Many forwarders operating at New York who could not or would not transfer or expand their operations simply lost the traffic.

There is no question in my mind but that the inland rail freight rates which favor ports to the south of New York have resulted in a tremendous diversion of traffic from forwarders operating at New York to other ports. The New York Foreign Freight Forwarders and Brokers Association, Inc. is supporting the proposal of the railroads serving New York to reduce their rates in order to improve their opportunity to compete with railroads serving other [fol. 2837] North Atlantic Ports and with railroads serving the South Atlantic and Gulf Ports. The Association believes that the Proposed reduced rail export-import rates would stem the diversion of freight handled by foreign freight forwarders at New York and would enable railroads and forwarders operating at the Port of New York

to compete on more equal terms with their competitors to the south.

Respectfully submitted

s/s Howard G. Seymour, President

New York Foreign Freight Forwarders and Brokers Assn., Inc.

Date: June 20, 1957

[fol. 2838] VERIFICATION

City of New York
State of New York ss.
County of New York

Howard G. Seymour, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: Howard G. Seymour

Subscribed in my presence and sworn before me
by the affiant above named on this
20th day of June, 1957.

s/s Albert J. Buckley
Notary Public
My Commission expires 1959

Seal

[fol. 2839]

I.C.C. Exhibit No. 21

Verified Statement No. ——

Affiant: Mr. R. Hamlin

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified statement of R. Hamlin

Assistant Traffic Manager

Union Metal Manufacturing Company

[fol. 2840]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of R. Hamlin

My name is R. Hamlin. I am Assistant Traffic Manager of Union Metal Manufacturing Company, Canton, Ohio. My business address is 1432 Maple Avenue N.E., Canton 5, Ohio. The Union Metal Manufacturing Company is engaged in the business of manufacturing and distributing street lamp posts, foundation steel piling, sign standards, sign posts, derrick booms, material handling equipment, antenna poles, floodlighting poles and power transmission poles, etc. Its facilities are located at Canton, Ohio. Union Metal Company exports approximately 10% of its total production to foreign countries all over the world. In recent years we have had several large orders from South American countries and the Philippines. My company's total export tonnage is estimated to be about 5,000 tons per year.

Approximately 90% of our exports move through the Port of Baltimore. The Port of New York is utilized on less than 10% of our export tonnage. The governing factor [fol. 2841] in the selection of the Port of Baltimore as the port of exportation is the rail differential. The Port of New York is used only when our customers specifically instruct us to ship via that port. Otherwise we make no exportations via New York because of the higher export freight rates applying via that port.

The Union Metal Manufacturing Company supports the proposals of the railroads serving Boston and New York

to equalize their rates with those applying via the other North Atlantic Ports. If the rail rates via all the North Atlantic Ports are equalized we could and would utilize several, if not all, of such ports for the exportation of our traffic.

Respectfully submitted,

s/s R. HAMLIN

Assistant Traffic Manager
Union Metal Manufacturing Company

Date: June 17, 1957

[fol. 2842] VERIFICATION

CITY OF CANTON
STATE OF OHIO ss.
COUNTY OF STARK

R. HAMLIN, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: R. HAMLIN

Subscribed in my presence and sworn before me
by the affiant above named on this
17th day of June, 1957

s/s P. S. BRUMBAUGH
Notary Public
My Commission expires 1959

Seal

[fol. 2843]

I.C.C. EXHIBIT No. 22

Verified Statement No. ——

Affiant: C. P. Kelsey

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of C. P. Kelsey

Export Manager—Weatherhead Company

1958

[fol. 2844]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of C. P. Kelsey

My name is C. P. Kelsey. I am Export Manager of the Weatherhead Company. My business address is 300 East 131st Street, Cleveland 8, Ohio. The Weatherhead Company is engaged in the business of manufacturing cylinders and equipment for liquefied petroleum gas. Its facilities are located at Cleveland, Ohio. The Weatherhead Company exports substantial quantities of iron or steel cylinders, which cylinders are used as containers for liquefied petroleum gas. Our annual export shipments of these cylinders amount to approximately 4½ million pounds. Approximately 80% of these exports are moving via the Port of Baltimore because of the lower export freight rates applying via that Port. Less than 1% of these exports move via the Port of New York. The remainder go through the Port of New Orleans since the cylinders are to be filled with low cost gas available at New Orleans.

[fol. 2845] The Port of New York could and would be utilized by our company for exports of empty cylinders if the rail rates to that port were no higher than those to the competitive ports. We see no point in paying to use New York when we can get the same satisfactory service via the other ports.

The Weatherhead Company is supporting the action of the New York railroads in reducing their export freight rates from Cleveland and midwestern territory to New York to

the same level as the rates applicable via Baltimore. If these reductions are allowed to be made effective, the Weatherhead Company would undoubtedly utilize the Port of New York as well as the other ports in the North Atlantic range.

Respectfully submitted,

s/s C. P. KELSEY

Export Manager
THE WEATHERHEAD COMPANY

Dated: June 17, 1957

[fol. 2846]

VERIFICATION

CITY OF CLEVELAND
STATE OF OHIO ss.
COUNTY OF CUYAHOGA

C. P. KELSEY, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: C. P. KELSEY

Subscribed in my presence and sworn before me
by the affiant above named on this
17th day of June, 1957

s/s DOROTHY M. HANKS
Notary Public
My Commission expires 1957

SEAL

[fol. 2847]

I.C.C. Exhibit No. 23

Verified Statement No. ——

Affiant: Colin D. Mawer, Jr.

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Colin D. Mawer, Jr.
Asst. Secy. and Import-Export Traffic Mgr.
Mawer-Gulden-Annis, Inc.

[fol. 2848]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Colin D. Mawer, Jr.

My name is Colin D. Mawer, Jr. I am Assistant Secretary and Import-Export Traffic Manager of Mawer-Gulden-Annis, Inc., Brooklyn, New York. My business address is 87—34th Street, Brooklyn, New York. Mawer-Gulden-Annis, Inc. is engaged in the business of importing Olives, Olive Oil, Cherries and Capers. Its facilities are located at Brooklyn, Chicago and Boston.

Mawer-Gulden-Annis, Inc. imports substantial quantities of Olives which move to midwestern destinations by rail from the port of importation. In 1956 the great bulk of our import business destined for the middle west moved through the Port of New Orleans and via the Great Lakes. A portion of this could have been moved through New York and would have moved through New York were it not for the higher rail rates via the port. As a specific example of our importations, my company has scheduled an importation of about 100 tons monthly of Spanish Olives through the Port of New Orleans destined for Chicago. The selection of the Port of New Orleans was based upon the sub-
[fol. 2849] stantial savings resulting from the lower import rates applicable via that port. We do not use the Port of New York because it is not sound business sense to pay higher rail import freight rates via New York when lower rates are available via the Gulf Ports.

We are supporting the attempt of the railroads serving New York to reduce their rates to midwestern territory

so as to make the Port of New York competitive with other ports in the North Atlantic range and reduce their disadvantage in competing with Gulf and South Atlantic Ports. If the proposed reductions are allowed to go into effect, we would probably be able to use the Port of New York in some cases where the rates applying via New York are the same or virtually the same as those applying via other ports.

Respectfully submitted,

s/s COLIN D. MAWER, JR.
Assistant Secretary &
Import-Export Traffic Manager
Mawer-Gulden-Annis, Inc.

Date: June 20, 1957

[fol. 2850]

VERIFICATION

CITY OF NEW YORK
STATE OF NEW YORK ss.
COUNTY OF KINGS

COLIN D. MAWER, JR., being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: C. D. MAWER, JR.

Subscribed in my presence and sworn before me
by the affiant above named on this
20th day of June, 1957.

/s/ ELMER A. FINCK
Notary Public
My Commission expires 1958

SEAL

[fol. 2851]

I.C.C. EXHIBIT No. 24

Verified Statement No. ——

Affiant: Raymond C. Sell

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Raymond C. Sell

Traffic Manager—Koehring Company

[fol. 2852]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Raymond C. Sell

My name is Raymond C. Sell. I am Traffic Manager of Koehring Company. My business address is 3026 W. Concordia, Milwaukee, Wisconsin. The Koehring Company is engaged in the business of manufacturing. Its facilities are located at Milwaukee, Chattanooga, Brantford, Springfield, Ohio, Champaign, Illinois, Mt. Gilead, Ohio and Newton, Iowa.

The Koehring Company exports substantial quantities of heavy construction machinery to various foreign countries. Approximately 10% of our total production moves in foreign commerce. This amounts to about 2,200 tons per year. A large amount of this tonnage is being exported via the Port of New Orleans. A relatively small portion of these exports move via the Port of New York. The governing factor in the selection of the Port of New Orleans for a majority of our exports is the substantially lower rail rate which applies via that port.

[fol. 2853] In the case of our transportation costs, as with all other expenses, we are compelled to use that method which is the cheapest. We find ourselves compelled to use ports other than New York because of the higher rates which apply to that port. We could not justify paying a penalty in the form of higher rail rates in order to use New York when the same service is available via several other ports at a lower freight rate.

The Koehring Company advocates equality of the export rail rates between the various ports which would afford our firm a greater flexibility in the choice of ports. We, therefore, support the action of the railroads serving the Port of New York and the Port of Boston in equalizing their rates with those via other North Atlantic Ports and also reducing their rate disadvantage in comparison with the South Atlantic and Gulf ports.

Respectfully submitted,

s/s RAYMOND C. SELL

Traffic Manager—Koehring Company

Dated: May 27, 1957

[fol. 2854]

VERIFICATION

CITY OF MILWAUKEE
STATE OF WISCONSIN ss.
COUNTY OF MILWAUKEE

RAYMOND C. SELL, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: RAYMOND C. SELL

Subscribed in my presence and sworn before me
by the affiant above named on this
27th day of May, 1957

s/s ISABELLE B. GUETZLAFF
Notary Public
My Commission expires 1959

SEAL

[fol. 2855]

I.C.C. Exhibit No. 25

Verified Statement No. ——

Affiant: Melvin A. York

This statement is verified. Unless written request for cross examination is received by affiant or his attorney (S. H. Moerman, Investment Bldg., Washington 5, D. C.) not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Melvin A. York

Traffic Manager—E. W. Bliss & Company

[fol. 2856]

Before the

Interstate Commerce Commission

I&S Docket 6615

EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Verified Statement of Melvin A. York

My name is Melvin A. York. I am Traffic Manager of E. W. Bliss & Company. My business address is 250 Franklin Street, Salem, Ohio. E. W. Bliss & Company is engaged in the business of manufacture of rolling mill machinery, metal forming presses, and allied machinery parts. Its plants are located at Salem, Canton, Toledo, and Cleveland, Ohio; Hastings, Michigan; Midland and Pittsburgh, Pa., and San Jose, California. E. W. Bliss & Company exports approximately 20 million pounds of rolling mill machinery, presses, and allied products annually. This amounts to about 17% of our total production. At the present time about 75% of our exports are moving through the Port of New York. This is required by the conditions of the letters of credit of our customers, and we are complying with these conditions only under protest. To the extent that we can, we are availing ourselves of the lower freight rates applicable via the ports other than New York.

[fol. 2857] At the present time we are negotiating with our foreign customers to have the letters of credit issued to apply via the lower rated ports so that we may enjoy the lower freight rates and the resultant savings.

By being forced to use the Port of New York we are paying a penalty of at least 3 cents per hundred pounds. We cannot afford to absorb this rate penalty indefinitely. Unless the rate differential against New York is removed we will

be forced to find some way of diverting our traffic from New York to the lower rated port.

We believe that the penalty in the form of differentially higher rates which are now being charged via the Port of New York is unjust, unreasonable, and discriminatory. We are supporting the proposal of the railroads serving the Port of New York by which they are endeavoring to equalize the rail rates via New York with those applicable on all traffic via other North Atlantic Ports. If the rail rates through all the North Atlantic Ports are equalized as proposed, our company will continue to use the other ports which it is now using, as well as New York.

Respectfully submitted,

s/s MELVIN A. YORK

Traffic Manager—E. W. Bliss & Company

Date—June 13, 1957

[fol. 2858]

VERIFICATION

CITY OF SALEM
STATE OF OHIO ss.
COUNTY OF COLUMBIANA

MELVIN A. YORK, being duly sworn, deposes and says that the foregoing statement is true and correct to the best of his information, knowledge and belief.

Signed: MELVIN A. YORK

Subscribed in my presence and sworn before me
by the affiant above named on this
13th day of June, 1957

s/s IRA L. PIERSOL
Notary Public
My Commission expires 1960

SEAL

The tariffs affected by the proposed revisions are as shown in Exhibits _____ (JC 1 and 2).

The rail lines participating in the proposed adjustments are as follows:

Participating in Equalization		Participating in Maintaining Differentials	
AC&Y	LEF&C	(1) AA	(1) Monon
(1) AA	L&HR	B&O	Mongh
(1) B&LE	L&NE	(1) B&LE	(1) Montour
B&M	LV	BCRR	(1) NJI&I
(1) BEDT	(1) LI	(1) BEDT	NY&LB
(1) Bush T	(1) MeC	(1) Bush T	(1) NYD
(1) CN-E	(1) Monon	(1) CN-E	N&W
CP-E	(1) Montour	C&O	PRR
(1) C Vt	(1) NJI&I	CW	PRSL
(1) C&EI	NYC	(1) C Vt	P&PU
(1) C&IM	NYC&StL	(1) C&EI	P&WV
CJct	(1) NYD	(1) C&IM	P&S
CR&I	NYNH&H	(1) DT&I	(1) PC&Y
CSS&SB	NYO&W	EJ&E	R Co
D&H	NYS&W	(1) GT-E (Stations in State of New York only)	RF&P
DL&W	P&LE		SIRT
(1) DT&I	(1) PC&Y	(1) GTW	(1) TP&W
Erie	Rut	Ill T	Vgn
(1) GT-E	(1) TP&W	(1) Jay SC	(1) Wab
(1) GTW	(1) Wab	(1) LI	WA
IHB	(1) Y&S	MRY	WM
(1) Jay SC		(1) MeC	Win
		M&StL	(1) Y&S

(1) These roads concurred in both equalization and maintenance of the differentials.

2500

1671

Exhibit No. (AJC 1)

Witness:

TARIFFS AND SUPPLEMENTS PROVIDING FOR EQUALIZATION OF EXPORT AND IMPORT RATES TO AND FROM ALL NORTH ATLANTIC PORTS NEW YORK, N.Y. AND NORTH WITH RATES APPLICABLE AT BALTIMORE, MD. WHICH WERE SUSPENDED BY THE INTERSTATE COMMERCE COMMISSION IN I.& S. DOCKET NO. 6615

ISSUED BY	SUPP. NO.	TARIFF NO.	I.C.C. NO.	DESCRIPTION	FROM	TO
C. W. Boin, Agent	14	79-C	A-942	Import Class Rates	Trunk Line	Central
C. W. Boin, Agent	12	163	A-961	Import Iron and Steel Articles	Trunk Line and New England	Central
C. W. Boin, Agent	20	80-D	A-966	Export - Import Class Rates	Between North Atlantic Ports and Md., N.Y., Ohio, Pa., Va. and W. Va.	
C. W. Boin, Agent	35	T/C-43-H	A-1017	Import General Commodity	Trunk Line	Central and Canada
H. R. Hinsch, Agent	259	469-A	3422	Export Iron and Steel Articles	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	114	498-J	3472	Export Automobiles and Parts	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	254	490-B	3642	Export Class Rates	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	89	349-I	4350	Export Billets, Pig Iron and Other Articles	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	76	245-H	4403	Export Grain and Grain Products	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	176	218-O	4542	Export General Commodity	Central	Trunk Line, New England and Canada
O. E. Swenson, Agent	154	20-C	362	Import Class Rates	New England	Central
O. E. Swenson, Agent	198	26-F	591	Import General Commodity	New England	Central
O. E. Swenson, Agent	71	3-G	604	Import General Commodity	New England	Central and Missouri River Points
O. E. Swenson, Agent	12	163	635	Import Iron and Steel Articles	Trunk Line and New England	Central
O. E. Swenson, Agent	20	80-D	640	Export-Import Class Rates	Between North Atlantic Ports and Md., N.Y., Ohio, Pa., Va. and W. Va.	
Delaware & Hudson	10	14-A	283	Import Miscellaneous Commodity	Albany, N. Y.	N.Y., Pa.
Erie	18	510-M	A-7849	Export General Commodity	N.Y., Pa.	Trunk Line and New England
New York Central	72	3011-B	1238	Export Various Commodities	N.Y., Pa. and W.Va. (60% Territory)	Trunk Line, New England and Canada
New York Central	36	3015-B	1603	Export-Import Various Commodities	Between North Atlantic Ports and Trunk Line, New England and Canada.	
New York Central	-	208-B	1719	Import Bananas	New York Harbor	Official Territory and Canada
Pittsburgh & Lake Erie	2	903-C	3564	Export Iron and Steel and Other Articles	Pa., Ohio	Trunk Line, New England and Canada
Pittsburgh & Lake Erie	5 and 6	3001-B	3565	Export Various Commodities	Pa., Ohio	Trunk Line, New England and Canada

Source: Order of the Interstate Commerce Commission in I.& S. Docket No. 6615 dated July 6, 1956.

2529

[fol. 2530]

Exhibit No. (AJC 2)

Witness:

TARIFFS AND SUPPLEMENTS PRESERVING EXISTING DIFFERENTIALS ON EXPORT AND IMPORT TRAFFIC TO AND FROM ALL NORTH ATLANTIC PORTS NEW YORK, N.Y. AND SOUTH WHICH WERE SUSPENDED BY THE INTERSTATE COMMERCE COMMISSION IN I.& S. DOCKET NO. 6615

ISSUED BY	SUPP. NO.	TARIFF NO.	I.C.C. NO.	DESCRIPTION	FROM	TO
C. W. Boin, Agent	15	79-C	A-942	Import Class Rates	Trunk Line	Central
C. W. Boin, Agent	13	163	A-961	Import Iron and Steel Articles	Trunk Line and New England	Central
C. W. Boin, Agent	21	80-D	A-966	Export - Import Class Rates	Between North Atlantic Ports and Md., N.Y., Ohio, Pa., Va. and W. Va.	
C. W. Boin, Agent	36	T/C-43-H	A-1017	Import General Commodity	Trunk Line	Central and Canada
H. R. Hinsch, Agent	260	469-A	3422	Export Iron and Steel Articles	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	115	498-J	3472	Export Automobiles and Parts	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	255	490-B	3642	Export Class Rates	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	90	349-I	4350	Export Billets, Pig Iron and Other Articles	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	77	345-H	4403	Export Grain and Grain Products	Central	Trunk Line, New England and Canada
H. R. Hinsch, Agent	177	218-O	4542	Export General Commodity	Central	Trunk Line, New England and Canada
R. B. LeGrande, Agent	22	5-B	256	Import General Commodity	Hampton Roads Ports	Central and Canada
O. E. Swenson, Agent	13	163	635	Import Iron and Steel Articles	Trunk Line and New England	Central
O. E. Swenson, Agent	21	80-D	640	Export - Import Class Rates	Between North Atlantic Ports and Md., N.Y., Ohio, Pa., Va. and W.Va.	
Baltimore & Ohio	27	143-B	23847	Import Bananas	Baltimore, Md., New York, N.Y., Philadelphia, Pa.	Central and Trunk Line
Baltimore & Ohio	53	49-E	24092	Export Petroleum or Petroleum Products	Pa., W. Va.	Trunk Line
Baltimore & Ohio	41	11-E	24097	Import General Commodity (Clay)	Baltimore, Md., Philadelphia, Pa., Wilmington, Del.	N.J., N.Y. and Pa.
Baltimore & Ohio	17	368-A	24105	Import Pig Iron	Trunk Line	Pa.
Baltimore & Ohio	43	10-E	24237	Import Clay, Zinc Ore and Concentrates	Baltimore, Md.	Md., Pa., W.Va.
Baltimore & Ohio	45	10-E	24237	Import Clay, Zinc Ore and Concentrates	Baltimore, Md.	Md., Pa., W. Va.
Baltimore & Ohio	8	45-G	24246	Export Manufactured Iron and Steel, Billets, Pig Iron & Rails	Md., N.Y., Pa., W.Va.	Trunk Line
Baltimore & Ohio	63	15-E	24248	Export - Import General Commodity (Ammonia and Clay)	Between Trunk Line and Md., Pa., W. Va.	
Baltimore & Ohio	11	422-A	24250	Import Ferro Manganese	Baltimore, Md., Philadelphia, Pa.	Pa.
Baltimore & Ohio	10	59-C	24255	Export Grain and Grain Products	Md., Pa., and W. Va.	Baltimore, Md., Philadelphia, Pa., Wilmington, Del.
Baltimore & Ohio	31	392-B	24271	Export Manufactured Iron and Steel, Billets and Pig Iron	Ohio, Pa., W. Va.	Canada
Baltimore & Ohio	25	12-G	24289	Export General Commodity	Ohio, Pa., W. Va.	Trunk Line and New England
Bessemer & Lake Erie	29	-	1276	Export Billets, Pig Iron and Other Articles	Ohio, Pa.	Trunk Line and New England
Bessemer & Lake Erie	7	-	1284	Export Iron and Steel Rails and Cross Ties	Pa.	Trunk Line and New England
Bessemer & Lake Erie	3	-	1285	Export Grain and Grain Products	Ohio, Pa.	Trunk Line and New England
Bessemer & Lake Erie	15	-	1291	Export Billets, Pig Iron and Other Articles	Pa.	Canada
Bessemer & Lake Erie	3	505	1330	Export General Commodity	Ohio, Pa.	Trunk Line, New England and Canada.

Source: Order of the Interstate Commerce Commission in I.&S. Docket No. 6615 dated July 6, 1956.

25-30

Exhibit No. (AJC 2)

Witness:

TARIFFS AND SUPPLEMENTS PRESERVING EXISTING DIFFERENTIALS ON EXPORT AND IMPORT TRAFFIC TO AND FROM ALL NORTH ATLANTIC PORTS NEW YORK, N.Y. AND SOUTH WHICH WERE SUSPENDED BY THE INTERSTATE COMMERCE COMMISSION IN I.&S. DOCKET NO. 6615

ISSUED BY	SUPP. NO.	TARIFF NO.	I.C.C. NO.	DESCRIPTION	FROM	TO
Chesapeake & Ohio	11	251-J	13032	Export Iron and Steel Rails and Cross Ties	W. Va.	Newport News, Va., Norfolk, Va.
Chesapeake & Ohio	127	230-F	13099	Export Billets and Other Articles	Ohio, Ky., W. Va.	Newport News, Va., Norfolk, Va.
Chesapeake & Ohio	81	2039-F	13153	Export Class and Commodity	Ky., Ohio, W. Va.	Newport News, Va., Norfolk, Va.
Chesapeake & Ohio	19	2410-B	13383	Export Grain and Grain Products	Ind., Ky., Ohio, Va., W. Va.	Newport News, Va., Norfolk, Va.
Pennsylvania	22	1001-I	2990	Import Clay	Trunk Line	Trunk Line
Pennsylvania	21	1608-F	3035	Import Bananas	Trunk Line	Central and Trunk Line
Pennsylvania	16	2129	3105	Import Pig Iron and Spiegel Eisen	Trunk Line	Ohio, Pa., W. Va.
Pennsylvania	8	2135-A	3200	Import Ferro Manganese	Trunk Line	N.Y., Ohio, Pa., W.Va.
Pennsylvania	14	2112-C	3363	Import General Commodity (Zinc Ore and Concentrates)	Trunk Line	Pa.
Pennsylvania	14	1895-F	3439	Export Manufactured Iron and Steel, Billets and Pig Iron	Central and Trunk Line	Trunk Line and New England
Pennsylvania	2	1996-E	3462	Export Manufactured Iron and Steel, Billets and Pig Iron	Central and Trunk Line	Canada.
Pennsylvania	1	522-K	3467	Export Grain and Grain Products	N.Y., Ohio, Pa., W. Va.	Trunk Line and New England
Pennsylvania	1	2055-H	3476	Export General Commodity	N.Y., Ohio, Pa., W. Va.	Trunk Line and New England
Pittsburg & Shawmut	2	2512	829	Export Grain and Grain Products	Pa.	Trunk Line
Pittsburgh & West Virginia	19 and 20	-	535	Export General Commodity	Ohio, Pa.	Trunk Line.
Reading	9	57-D	2295	Import Bananas	Philadelphia, Pa.	Trunk Line, New England and Canada.
Reading	93	106-A	2297	Import Zinc Ore and Concentrates	Philadelphia, Pa.	Pa., W. Va.
Reading	16	119-A	2324	Import Pig Iron	Trunk Line	Ohio, Pa., W. Va.
Reading	10	113-B	2330	Import Scrap Iron or Steel	Trunk Line	N.Y., Ohio, Pa., W. Va.
Reading	9	120-A	2333	Import Ferro Manganese	Trunk Line	N.Y., Ohio, Pa., W. Va.
Reading	34	41-A	2346	Import Clay	Philadelphia, Pa.	Md., N.Y., Pa.
Reading	5	124	2349	Import Spiegel-Eisen	Trunk Line	Pa., Ohio.
Western Maryland	15	6	9044	Import Ferro Manganese	Baltimore, Md.	Pa.
Western Maryland	26	78	9067	Import Clay, Pig Iron and Zinc Ore and Concentrates	Baltimore, Md.	Md., Pa., W. Va.

Source: Order of the Interstate Commence Commission in I.& S. Docket No. 6615 dated July 6, 1956.

2531

EXHIBIT NO. (AJC3)

WITNESS:

LIST OF STATIONS THROUGH WHICH IMPORT AND EXPORT RATES APPLY

STATION	RAILROAD
U.S.NORTH ATLANTIC PORTS:	
Albany . . . . . N.Y.	D&H NYC(B) NYC(WS)
American Dock Terminal . . . N.Y.	SIRT- P&O
B&O Lighterage (JerseyCity) N.J.	B&O
Baltimore . . . . . Md.	
Boston St. Ferry Slip	PRR
Canton	PRR
Clinton St.	PRR
Colgate Creek.	B&O
Curtis Bay	B&O
Fell Street.	B&O
Fidelity	WMd.
Jackson's Wharf.	PRR
Locust Point	B&O
Port Covington	WMd.
President Station.	PRR
York Street	WMd.
Bayonne. . . . . N.J.	CofNJ LV PRR
Bay Ridge. . . . . N.Y.	LI
Bayway . . . . . N.J.	CofNJ SIRT
Blissville . . . . . N.Y.	LI
Blissville Docks . . . . . N.Y.	LI
Boston . . . . . Mass.	B&M NYC(B) NYNH&H
Boston . . . . . Mass.	
Hoosac Wharves	B&M
Mystic Wharf	
Brills . . . . . N.J.	CofNJ
Brooklyn . . . . . N.Y.	
Bush Docks-48th St.(BayRidge)	BushT
28th Street (Bay Ridge). . .	
36th Street (Bay Ridge). . .	
53rd Street (Bay Ridge). . .	
63rd Street (Bay Ridge). . .	
Lackawanna So.B'klyn.Terminal	DL&W
Jay Street Terminal	JaySC
Atlantic Terminal	NYD
Baltic Terminal	
Fulton Terminal	
Camden (Haighn's Point) . . N.J.	PRSL
Camden. . . . . N.J.	PRR
Carteret. . . . . N.J.	CofNJ
Chester . . . . . Pa.	PRR Reading

STATION	RAILROAD
Claremont Terminal. . . . .N.J.	LV
Clifton . . . . . N. J.	SIRT- P&O
Communipaw (JerseyCity) N.J.	CofNJ
Davisville. . . . . .R.I.	NYNH&H
Delaware River Pier . . . .Del.	Reading
East Boston . . . . . .Mass.	NYC(B)
East Providence . . . . . .R.I.	NYNH&H
Eddystone . . . . . .Pa.	B&O PRR Reading
Edgewater . . . . . .N.J.	NYC(WS) NYS&W
Edgewater Docks (New York Harbor Lighterage Points) NJ.	NYS&W
Fall River. . . . . .Mass.	NYNH&H
Fox Point . . . . . .R.I.	NYNH&H
Grand Street(JerseyCity). N.J.	LV
Greenville Piers. . . . .N.J.	PRR
Harbor Jct. Wharf . . . . .R.I.	NYNH&H
Hoboken . . . . . .N.J.	DL&W HM NYC(WS)
Hog Island. . . . . .Pa.	PRR Reading
Jersey Avenue(JerseyCity) N.J.	CofNJ
Jersey City . . . . . .N.J.	CofNJ DL&W Erie LV NYC(WS) PRR
Jersey City Piers . . . .N.J.	PRR
Jersey City Terminal. . .N.J.	LV
Lambert Point . . . . . .Va.	N&W
Long Island City. . . . .N.Y.	LI
Long Island City Pidgeon St. Terminal. .N.Y.	BEDT
Marcus Hook . . . . . .Pa.	PRR Reading
National Docks(JerseyCity) NJ.	CofNJ LV PRR
Newark. . . . . .N.J.	CofNJ LV PRR

[fol. 2533]

STATION	RAILROAD
New Bedford . . . . . .Mass.	NYNH&H
New Haven . . . . . .Conn.	NYNH&H
New London. . . . . .Conn.	NYNH&H CVt.
NewPort News. . . . . .Va.	C&O(CD)
New York. . . . . .N.Y.	
American Dock Terminal. . .	
Pier 22, N.R.	
West Houston St.Station (Pier 39) N.R..	B&O
Pouch Terminal.	
St.George Terminal.	
West 26th St. Station . . .	
Pier 23, N.R. (CL).	
Pier 39, N.R. (LCL)	CofNJ
Bronx Terminal (3rd Ave. & Harlem River,Bronx Side)	
Harlem Transfer Co's Terminal 135th St. & Harlem River.	DL&W
Duane St. Hudson River. . .	
Greenwich St.	
Hubert St.	
28th St. Station HudsonRiver	Erie
Pier 7, E. R.	
Harlem Station (149th Street and Exterior St.)	
Watt St. Station	
W. 27th St. Freight Yards .	LV
Pier 44, E. R.	
West 72nd St. Float Bridges	NYC(E)
Barclay St. Station	NYC(E), NYC(WS)
36th St. Station N.R. . .	NYC(WS)
Pier 35, E.R.	NYC(E), NYC(WS)
St. John's Park.	NYC(E)
33rd Street	
60th Street	
36th Street, N.R.	NYO&W
Pier 14, N.R.	NYNH&H
Pier 37, E.R.	
Pier 35, E.R.	NYO&W
Barclay St. Station	

STATION	RAILROAD
New York (continued)	
Desbrosses St. Station	PRR
Pier 21, E. R.	
West 12th St.Station, N.R. .	
Pennsylvania RR (Produce Terminal) (Piers 27,28 and 29, N.R.)	
37th St. Station, N.R. . . .	
125th St. Station.	
	(B&O
	(CofNJ
New York Harbor Points Within	(DL&W
Free Lighterage Limits. . .N.Y.	(Erie
(For List of Points Within	(LV
Free Lighterage Limits of	(NYC(E)
New York Harbor See Agent	(NYC(LB)
Boin's Tariff No.116F,	(NJ&NT
I.C.C. No. 4-978).	(NYO&W
	(NYS&W
	(PRR
New York Lighterage Points . .	NYNH&H
New York Lighterage Station. .NJ	DL&W
	(BSP Co
	(C&O(CD
	(N&W
	(NS
Norfolk . . . . . .Va.	(PRR
	(SAL
	(SOU
	(Vgn.Ry.
North Plymouth. . . . . Mass.	NYNH&H
Penniman . . . . . Va.	C&O(CD)
	(CofNJ
Perth Amboy . . . . . N.J.	(LV
	(PRR
Philadelphia. . . . . Pa.	
Federal St.	PRR
Girard Point.	
Pier 62, South.	B&O
Pier 78, South.	
Port Richmond....	Reading
Tacony	PRR
Washington Ave. Wharf . . .	
Willow and Noble Sts. . . .	Reading
Pinners Point . . . . . Va.	ACL SOU.

1694
[fol. 2533A]

2533 W

STATION	RAILROAD
Portland. . . . . .Me.	B&M GT-E MeC
Port Newark . . . . . .N.J.	CofNJ LV PRR
Port Norfolk. . . . . .Va.	N&W PRR VgnRy.
Portsmouth. . . . . .Va.	ACL BSPCo. N&W PRR SAL
Providence, ...R.I.	SOU. VgnRy. NYNH&H
Rensselaer. . . . . .N.Y.	NYC(E)
Richmond. . . . . .Va.	ACL C&O(CD) RF&P SAL SOU.
St. George Lighterage.SI-NY	B&O
South Amboy . . . . . .N.J.	NY&LB PRR
South Providence. . . . .R.I.	NYNH&H
Sparrows Point. . . . . Md.	B&O PRR WMd.
Stapleton . . . . . SI-NY	SIRT-B&O
Tompkinsville . . . . . N.Y.	SIRT-B&O
Trenton . . . . . N.J.	PRR
Weehawken . . . . . N.J.	Erie NYC(WS) NYO&W
West Norfolk. . . . . Va.	SOU.
Wilmington. . . . . Del.	B&O PRR Reading
Wilson Avenue Yard (Newark). . . . . N.J.	PRR

STATION	RAILROAD
CANADIAN PORTS:	
Bridge . . . . . Que.	CNE
Halifax. . . . . N.S.	CNE DA
Levis. . . . . Que.	CNE
Montreal . . . . . Que.	CNE NYC(E) CP-E CSSL
Quebec . . . . . Que.	CNE CSSL CP-E QC
Saint John . . . . . N.B.	CNE CP-E
Sillery Coves. . . . . Que.	CNE
Sorel. . . . . Que.	CNE CSSL
Trois Riveres. . . . . Que.	CSSL CNE CP-E
West Saint John. . . . . N.B.	CP-E

SOURCE: Tariffs and supplements shown in Exhibits Nos. (AJC 1 and 2)

Exhibit No. _____

Witness: _____

TOTAL VOLUME OF IMPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS [fol. 2534]

Year	Portland		Boston		Albany		New York		Philadelphia		Baltimore		Hampton Roads		Total 4 Ports		Total 3 Ports		Grand Total
	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons
	TOTAL TONNAGE																		
1923	461,273	2	3,031,479	13			10,855,747	46	5,393,309	23	3,189,614	14	493,494	2	14,348,499	61	9,076,417	39	23,424,916
1928	601,347	2	2,964,876	9	4,079	-	17,865,043	54	6,759,327	20	4,558,161	14	620,852	2	21,435,345	64	11,938,340	36	33,373,685
1933	344,695	2	1,822,960	9	429,134	2	11,333,103	53	4,298,675	20	2,504,919	12	512,061	2	13,929,892	66	7,315,655	34	21,245,547
1938	223,108	1	1,798,064	8	203,758	1	11,963,421	50	3,879,817	16	4,821,509	20	826,739	3	14,188,351	60	9,528,065	40	23,716,416
1943	1,442,333	7	357,035	2			15,119,544	69	2,167,084	10	2,076,261	10	628,799	3	16,918,912	78	4,872,144	22	21,791,056
1944	2,543,215	9	524,266	2	37,138	-	15,203,964	54	6,476,029	23	2,434,022	9	1,122,825	4	18,308,583	65	10,032,876	35	28,341,459
1945	2,704,322	8	1,742,911	5	3,365	-	14,484,592	44	8,369,986	26	3,360,285	10	2,149,545	7	18,935,190	58	13,879,816	42	32,815,006
1946	2,903,333	8	2,819,722	8	53,715	-	13,675,973	38	8,809,537	25	5,942,545	17	1,515,865	4	19,452,743	54	16,267,947	46	35,720,690
1947	2,727,194	6	3,252,695	7	72,297	-	16,210,961	37	10,578,589	24	8,683,096	20	2,098,900	5	22,263,147	51	21,360,585	49	43,623,732
1948	3,285,092	6	2,833,989	6	64,305	-	19,678,027	38	12,852,600	25	10,325,399	20	2,144,251	4	25,861,413	51	25,322,250	49	51,183,663
1949	3,966,029	7	3,448,810	6	135,185	-	20,319,606	35	16,530,919	29	11,296,502	20	1,811,772	3	27,869,630	48	29,639,193	52	57,508,823
1950	4,609,932	6	5,299,222	7	221,847	-	25,481,429	35	23,475,841	32	12,144,240	17	1,836,517	3	35,612,430	49	37,456,598	51	73,069,028
1951	7,061,132	9	5,100,926	7	185,596	-	25,157,156	33	22,114,930	29	14,497,995	19	2,922,009	4	37,504,810	49	39,534,934	51	77,039,744
1952	7,827,013	10	4,849,735	6	228,118	-	27,798,540	34	22,052,584	27	14,842,879	18	3,012,086	4	40,703,406	50	39,907,549	50	80,610,955
1953	8,364,061	10	4,756,747	5	345,536	-	28,837,891	33	25,127,225	29	16,537,107	19	2,873,462	3	42,304,235	49	44,537,794	51	86,842,029
1954	8,473,931	10	4,486,060	5	319,740	-	28,370,760	33	27,599,106	32	14,951,276	17	2,662,434	3	41,650,491	48	45,212,816	52	86,863,307
1955	10,728,079	11	5,135,873	5	329,771	-	30,273,674	30	33,608,728	33	17,415,577	17	4,427,390	4	46,467,397	46	55,451,696	54	101,919,093
1956	~~42,044,893~~		~~5,482,506~~		~~2,[illegible]094~~		~~31,643,792~~		~~37,[illegible]404~~		~~20,366,947~~		~~5,029,049~~		~~49,[illegible]665~~		63,721,970		~~[illegible]825~~
	① PETROLEUM PRODUCTS																		
1923	117,762	2	1,054,431	19			2,057,792	38	1,528,747	28	633,796	12	80,325	1	3,229,988	59	2,242,868	41	5,472,856
1928	28,224	-	877,650	7			6,615,633	55	3,479,598	29	1,079,687	9	34,752	-	7,521,507	62	4,594,037	38	12,115,544
1933	25,256	1	156,211	2			4,464,015	65	1,622,771	24	537,000	8	28,665	-	4,645,482	68	2,188,436	32	6,833,918
1938			341,433	4			4,598,315	61	1,611,850	21	852,884	11	158,097	2	4,939,748	65	2,622,831	35	7,562,579
1943	1,295,211	12	99,116	1			7,699,481	72	1,010,383	9	272,618	2	377,911	4	9,093,808	85	1,660,912	15	10,754,720
1944	2,444,209	15	49,178	1			8,152,890	50	4,225,368	26	467,151	3	843,194	5	10,646,277	66	5,535,713	34	16,181,990
1945	2,352,735	12	1,063,990	6			7,543,872	39	6,322,156	33	1,029,478	5	1,066,059	5	10,960,597	57	8,417,693	43	19,378,290
1946	2,773,015	13	1,782,355	9			7,431,149	35	6,558,785	31	2,012,882	9	654,647	3	11,986,519	57	9,226,314	43	21,212,833
1947	2,640,544	11	1,851,324	7			9,159,985	37	7,519,667	30	2,248,407	9	1,520,532	6	13,651,853	55	11,288,606	45	24,940,459
1948	3,189,032	11	1,347,111	5			11,291,627	39	9,212,637	32	2,471,385	9	1,301,917	4	15,827,770	55	12,985,939	45	28,813,709
1949	3,870,688	11	2,154,076	6			12,445,520	36	12,485,136	36	2,741,436	8	849,611	3	18,470,284	53	16,076,183	47	34,546,467
1950	4,490,157	10	3,433,267	8	24,616	-	15,430,690	34	18,556,554	41	2,734,456	6	563,310	1	23,378,730	52	21,854,320	48	45,233,050
1951	6,960,558	15	3,310,509	7	58,862	-	15,432,152	32	17,500,942	37	2,883,646	6	1,564,722	3	25,762,081	54	21,949,310	46	47,711,391
1952	7,822,260	15	3,393,699	7	73,524	-	18,414,577	35	18,288,384	35	2,716,697	5	1,751,801	3	29,704,060	57	22,756,882	43	52,460,942
1953	8,258,017	15	3,058,785	6	88,939	-	18,701,652	34	20,547,298	38	2,717,094	5	1,244,315	2	30,107,393	55	24,508,707	45	54,616,100
1954	8,346,042	15	3,074,523	5	85,556	-	19,744,733	34	22,309,065	39	2,519,014	5	1,287,361	2	31,250,854	54	26,115,440	46	57,366,294
1955	10,611,153	16	3,457,191	6	70,776	-	20,831,297	32	24,985,312	39	2,689,420	4	2,197,124	3	34,970,417	54	29,871,856	46	64,842,273
1956	~~11,424,669~~		~~5,[illegible]~~		-		~~21,420,604~~		~~25,[illegible]~~		~~2,[illegible]072~~		~~2,354,204~~		~~33,[illegible]~~		~~31,[illegible]~~		~~68,[illegible]~~

Exhibit No. 1697.

Witness: _____

[fol. 2535]

TOTAL VOLUME OF IMPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS

Year	Portland		Boston		Albany		New York		Philadelphia		Baltimore		Hampton Roads		Total 4 Ports		Total 3 Ports		Grand Total
	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons
	IMPORT IRON ORE AND CONCENTRATES																		
1923	-		-		-		6,534	-	1,218,718	48	1,290,661	50	42,883	2	6,534	-	2,552,262	100	2,558,796
1928	-		132,224	5	-		429,171	17	331,166	13	1,636,676	65	-		561,395	22	1,967,842	78	2,529,237
1933	-		3,132	-	-		30,064	4	60,083	7	780,454	89	-		33,196	4	840,537	96	873,733
1938	-		4,472	6	-		76,496	86	7,518	8	-		-		80,968	92	7,518	8	88,486
1943	-		-		-		58,766	51	42,030	36	15,375	13	-		58,766	51	57,405	49	116,171
1944	-		-		-		53,855	43	40,638	32	31,937	25	-		53,855	43	72,575	57	126,430
1945	-		-		-		95,394	20	64,140	13	314,885	64	14,184	3	95,394	20	393,209	80	488,603
1946	1,119	-	8,976	-	-		12,314	1	32,362	2	1,690,715	96	11,264	1	22,409	1	1,734,341	99	1,756,750
1947	-		73,715	2	-		654	-	52,786	1	3,420,273	97	-		74,369	2	3,473,059	98	3,547,428
1948	2,700	-	87,792	2	-		5,794	-	562,538	11	4,563,652	87	10,080	-	96,286	2	5,136,270	98	5,232,556
1949	-		82,248	1	-		334	-	778,369	14	5,005,740	85	9,953	-	82,582	1	5,794,062	99	5,876,644
1950	-		26,072	-	-		575	-	922,318	15	5,407,509	85	35	-	26,647	-	6,329,862	100	6,356,509
1951	-		145,071	2	-		512	-	967,050	11	7,113,979	86	75,487	1	145,583	2	8,156,516	98	8,302,099
1952	-		65,299	1	-		443	-	773,416	10	7,029,936	88	66,355	1	65,742	1	7,869,707	99	7,935,449
1953	-		56,267	1	-		12	-	1,174,507	13	7,762,776	84	209,670	2	56,279	1	9,146,953	99	9,203,232
1954	263	-	66,752	1	-		176	-	2,480,808	24	7,815,031	75	2,491	-	67,191	1	10,298,330	99	10,365,521
1955	-		258,256	2	-		344	-	5,657,739	34	10,356,008	61	517,063	3	258,600	2	16,530,810	98	16,789,410
~~1956~~	-		~~193,879~~		-		~~559~~		~~6,882,701~~		~~12,282,625~~		~~763,605~~		~~194,208~~		~~19,443,296~~		~~20,193,444~~
	BALANCE EXCLUDING PETROLEUM PRODUCTS																		
1923	343,508	2	1,977,048	11		-	8,797,955	49	3,864,562	22	2,555,818	14	413,169	2	11,118,511	62	6,833,549	38	17,952,060
1928	573,123	2	2,087,226	10	4,079	-	11,249,410	53	3,279,729	16	3,478,474	16	586,100	3	13,913,838	65	7,344,303	35	21,258,141
1933	319,439	2	1,666,749	11	429,134	3	6,869,088	48	2,675,904	19	1,967,919	14	483,396	3	9,284,410	64	5,127,219	36	14,411,629
1938	223,108	1	1,456,631	9	203,758	1	7,365,106	46	2,267,967	14	3,968,625	25	668,642	4	9,248,603	57	6,905,234	43	16,153,837
1943	147,122	1	257,919	3			7,420,063	67	1,156,701	10	1,803,643	17	250,888	2	7,825,104	71	3,211,232	29	11,036,336
1944	99,006	1	475,088	4	37,138	-	7,051,074	58	2,250,661	19	1,966,871	16	279,631	2	7,662,306	63	4,497,163	37	12,159,469
1945	351,587	2	678,921	5	3,365	-	6,940,720	52	2,047,830	15	2,330,807	18	1,083,486	8	7,974,593	59	5,462,123	41	13,436,716
1946	130,318	1	1,037,367	7	53,715	-	6,244,824	43	2,250,752	16	3,929,663	27	861,218	6	7,466,224	51	7,041,633	49	14,507,857
1947	86,650	-	1,401,371	9	72,297	-	7,050,976	38	3,058,922	16	6,434,689	35	578,368	3	8,611,294	46	10,071,979	54	18,683,273
1948	96,060	-	1,486,878	7	64,305	-	8,386,400	37	3,639,963	16	7,854,014	35	842,334	4	10,033,643	45	12,336,311	55	22,369,954
1949	95,341	-	1,294,734	6	135,185	1	7,874,086	34	4,045,783	18	8,555,066	37	962,161	4	9,399,346	41	13,563,010	59	22,962,356
1950	119,775	-	1,865,955	7	197,231	1	10,050,739	36	4,919,287	18	9,409,784	34	1,273,207	4	12,233,700	44	15,602,278	56	27,835,978
1951	100,574	-	1,790,417	6	126,734	1	9,725,004	33	4,613,988	16	11,614,349	39	1,357,287	5	11,742,729	40	17,585,624	60	29,328,353
1952	4,753	-	1,456,036	5	154,594	1	9,383,963	33	3,764,200	13	12,126,182	43	1,260,285	5	10,999,346	39	17,150,667	61	28,150,013
1953	106,044	-	1,697,692	5	256,597	1	10,136,239	32	4,579,927	14	13,820,013	43	1,629,147	5	12,196,842	38	20,029,087	62	32,225,929
1954	127,889	-	1,411,537	5	234,184	1	8,626,027	29	5,290,041	18	12,432,262	42	1,375,073	5	10,399,637	35	19,097,376	65	29,497,013
1955	116,926	-	1,678,682	5	258,995	1	9,442,377	25	8,623,416	23	14,726,159	40	2,230,266	6	11,496,980	31	25,579,840	69	37,076,820
~~1956~~	~~114,424~~		~~1,724,118~~		~~240,272~~		~~9,563,284~~		~~6,118,624~~		~~17,999,645~~		~~2,467,605~~		~~11,634,144~~		~~31,423,296~~		~~43,307,398~~

25-35

[fol. 2536]

Exhibit No. _____

Witness: _____

TOTAL VOLUME OF IMPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS

Year	Portland		Boston		Albany		New York		Philadelphia		Baltimore		Hampton Roads		Total 4 Ports		Total 3 Ports		Grand Total
	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons
	TOTAL IMPORTS EXCLUDING PETROLEUM AND IRON ORE																		
1923	343,508	2	1,977,048	13	-	-	8,791,421	57	2,645,844	17	1,265,157	8	370,286	3	11,111,977	72	4,281,287	28	15,393,264
1928	573,123	3	1,955,002	10	4,079	-	10,820,239	58	2,948,563	16	1,841,798	10	586,100	3	13,352,443	71	5,376,461	29	18,728,904
1933	319,439	2	1,663,617	12	429,134	3	6,839,024	51	2,615,821	19	1,187,465	9	483,396	4	9,251,214	68	4,286,682	32	13,537,896
1938	223,108	1	1,452,159	9	203,758	1	7,288,610	46	2,260,449	14	3,968,625	25	668,642	4	9,167,635	57	6,897,716	43	16,065,351
1943	147,122	1	257,919	2	-		7,361,297	68	1,114,671	10	1,788,268	17	250,888	2	7,766,338	71	3,153,827	29	10,920,165
1944	99,006	1	475,088	4	37,138	-	6,997,219	58	2,210,023	19	1,934,934	16	279,631	2	7,608,451	63	4,424,588	37	12,033,039
1945	351,587	3	678,921	5	3,365	-	6,845,326	53	1,983,690	15	2,015,922	16	1,069,302	8	7,879,199	61	5,068,914	39	12,948,113
1946	129,199	1	1,028,391	8	53,715	-	6,232,510	49	2,218,390	18	2,238,948	18	849,954	6	7,443,815	58	5,307,292	42	12,751,107
1947	86,650	-	1,327,656	9	72,297	-	7,050,322	47	3,006,136	20	3,014,416	20	578,368	4	8,536,925	56	6,598,920	44	15,135,845
1948	93,360	1	1,399,086	8	64,305	-	8,380,606	49	3,077,425	18	3,290,362	19	832,254	5	9,937,357	58	7,200,041	42	17,137,398
1949	95,341	1	1,212,486	7	135,185	1	7,873,752	46	3,267,414	19	3,549,326	20	952,208	6	9,316,764	55	7,768,948	45	17.085,712
1950	119,775	-	1,839,883	9	197,231	1	10,050,164	47	3,996,969	18	4,002,275	19	1,273,172	6	12,207,053	57	9,272,416	43	21,479,469
1951	100,574	-	1,645,346	8	126,734	1	9,724,492	46	3,646,938	17	4,500,370	22	1,281,800	6	11,597,146	55	9,429,108	45	21,026,254
1952	4,753	-	1,390,737	7	154,594	1	9,383,520	46	2,990,784	15	5,096,246	25	1,193,930	6	10,933,604	54	9,280,960	46	20,214,564
1953	106,044	1	1,641,425	7	256,597	1	10,136,227	44	3,405,420	15	6,057,237	26	1,419,477	6	12,140,563	53	10,882,134	47	23,022,697
1954	127,626	1	1,344,785	7	234,184	1	8,625,851	45	2,809,233	15	4,617,231	24	1,372,582	7	10,332,446	54	8,799,046	46	19,131,492
1955	116,926	1	1,420,426	7	258,995	1	9,442,033	46	2,965,677	15	4,370,151	22	1,713,203	8	11,238,380	55	9,049,030	45	20,287,410

① - Covers the following commodities, viz.:
Motor fuel and gasoline, including blending agents or antiknock compounds of petroleum origin
Motor fuel and gasoline, except SCi
Gas oil and Distillate fuel oil
Petroleum, crude
Kerosene
Residual fuel oil (including bunker coal)
Petroleum asphalt
Lubricating oils and greases, except SCi
Lubricating oils and greases
Petroleum products, n.e.c.
Natural gasoline.

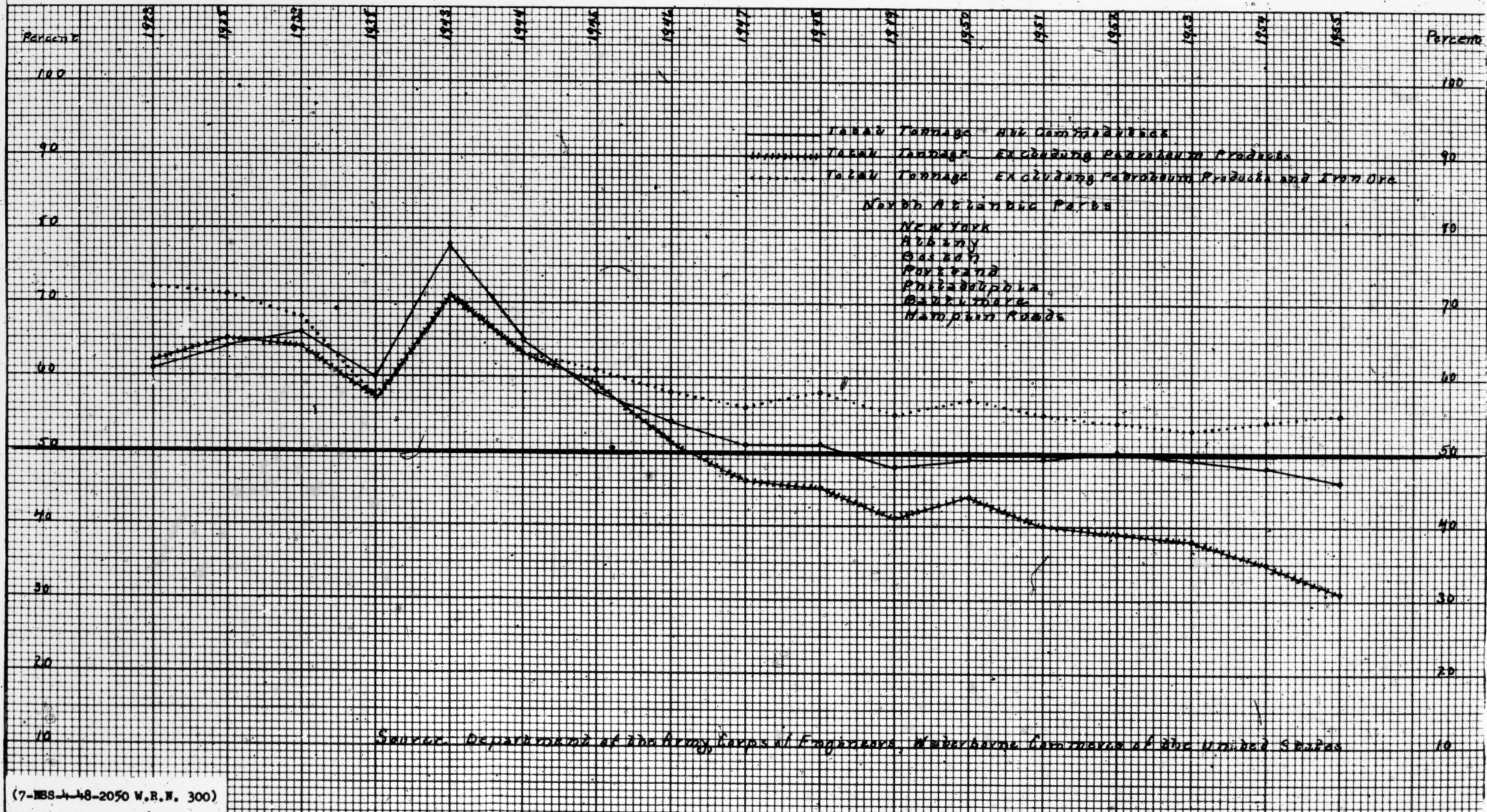
Source: Department of the Army, Corps of Engineers, Waterborne Commerce of the United States.

2536

PERCENTAGE OF IMPORT TONNAGE HANDLED AT NEW YORK, ALBANY, BOSTON, AND PORTLAND
OF TOTAL IMPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS

EXHIBIT NO. AJC 5
1699 WITNESS

[fol. 2537]



Source: Department of the Army, Corps of Engineers, Waterborne Commerce of the United States

(7-HSS-4-48-2050 W.R.N. 300)

AJC 6

[fol. 2538] Exhibit No. _____
Witness: _____

TOTAL VOLUME OF EXPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS

Year	Portland		Boston		Albany		New York		Philadelphia		Baltimore		Hampton Roads		Total 4 Ports		Total 3 Ports		Grand Total
	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons
	TOTAL TONNAGE																		
1923	626,892	3	481,961	2			10,174,880	47	3,998,074	19	2,887,486	13	3,373,669	16	11,283,733	52	10,259,229	48	21,542,962
1928	125,826	1	403,486	2			12,799,277	62	2,863,141	14	1,691,649	8	2,674,339	13	13,328,589	65	7,229,129	35	20,557,718
1933	44,794	1	166,090	2	95,690	1	4,655,104	61	1,445,927	18	463,821	6	811,858	11	4,961,678	65	2,721,606	35	7,683,284
1938	80,333	-	321,445	3	574,530	5	6,663,303	55	1,213,250	10	1,310,537	11	1,992,564	16	7,639,511	63	4,516,351	37	12,155,962
1943	699,753	2	916,103	3			20,406,813	62	6,175,216	19	2,126,481	6	2,522,509	8	22,022,669	67	10,824,206	33	32,846,875
1944	465,648	1	411,469	1			21,164,818	54	10,934,882	28	2,457,448	7	3,554,700	9	22,041,935	56	16,947,030	44	38,988,965
1945	587,730	2	565,121	1	730,439	2	17,178,203	44	10,272,530	26	5,665,434	15	4,021,304	10	19,061,493	49	19,959,268	51	39,020,761
1946	241,917	1	428,950	1	321,515	1	9,159,021	28	7,948,614	24	9,879,138	30	5,035,328	15	10,151,403	31	22,863,080	69	33,014,483
1947	153,407	-	538,625	1	434,811	1	15,533,406	25	8,884,522	14	15,928,394	25	21,145,987	34	16,660,249	27	45,958,903	73	62,619,152
1948	74,362	-	319,772	-	549,811	2	10,259,918	29	3,893,567	11	6,269,976	18	14,360,954	40	11,203,863	31	24,524,497	69	35,728,360
1949	102,339	-	433,419	1	885,705	3	9,258,512	30	3,447,181	11	5,996,071	19	11,020,955	36	10,679,975	34	20,464,207	66	31,144,182
1950	105,573	1	238,534	1	387,592	3	7,001,064	47	1,558,519	10	2,914,695	20	2,636,688	18	7,732,763	52	7,109,902	48	14,842,665
1951	182,260	-	382,029	1	1,020,400	2	9,803,387	18	5,627,271	10	7,960,222	15	29,504,688	54	11,388,076	21	43,092,181	79	54,480,257
1952	168,141	-	366,189	1	647,956	2	8,099,418	19	3,549,750	8	6,572,836	15	23,205,391	55	9,251,704	22	33,327,977	78	42,579,681
1953	146,879	-	234,147	1	638,768	2	6,720,527	24	1,688,869	6	4,837,359	17	13,489,205	49	7,740,321	28	20,015,433	72	27,755,754
1954	141,162	1	338,195	1	617,741	2	7,077,334	23	2,545,561	8	4,124,811	14	15,460,382	51	8,174,432	27	22,130,754	73	30,305,186
1955	159,620	-	565,995	1	938,976	2	8,623,893	16	3,527,955	6	8,318,198	16	31,461,459	59	10,288,484	19	43,307,612	81	53,596,096
	COAL, VIZ.: ANTHRACITE, BITUMINOUS																		
										5		13	2,401,379	82			2,569,891		2,572,523
1923							775	-	356,102	8	1,429,245	32	2,673,491	60	775	-	4,458,838	100	4,459,613
1928							68,044	3	162,192	7	194,734	8	1,927,163	82	68,044	3	2,284,089	97	2,352,133
1933							25,202	6	7	-	14,252	3	405,699	91	25,202	6	419,958	94	445,160
1938							38,379	3	44,022	3			1,284,980	94	38,379	3	1,329,002	97	1,367,381
1943							20,413	1	318,775	22	82,303	6	1,042,613	71	20,413	1	1,443,691	99	1,464,104
1944	3,326	-					14,110	1	358,904	18	210,061	10	1,409,615	71	17,436	1	1,978,580	99	1,996,016
1945							3,495	-	1,760,760	28	2,273,459	36	2,271,412	36	3,495	-	6,305,631	100	6,309,126
1946							305,641	2	4,166,937	26	6,488,604	41	4,827,523	31	305,641	2	15,483,064	98	15,788,705
1947			35	-			2,151,982	6	5,330,173	13	11,358,385	29	20,089,209	52	2,152,017	6	36,777,767	94	38,929,784
1948							251,792	1	1,896,071	10	3,450,270	18	13,656,329	71	251,792	1	19,002,670	99	19,254,462
1949							8,634	-	1,321,242	10	1,331,805	11	10,057,534	79	8,634	-	12,710,581	100	12,719,215
1950			30	-			2,602	-	130,884	8	337,628	22	1,101,379	70	2,632	-	1,569,891	100	1,572,523
1951							4,342	-	2,826,968	8	3,934,080	11	28,791,733	81	4,342	-	25,552,781	100	35,557,123
1952			25	-			858	-	1,279,479	5	3,000,714	11	22,435,993	84	883	-	26,715,286	100	26,716,169
1953							1,221	-	145,642	1	1,557,512	11	12,398,013	88	1,221	-	14,101,167	100	14,102,388
1954							17	-	413,666	3	640,149	4	14,251,865	93	17	-	15,305,680	100	15,305,697
1955							11,546	-	908,581	3	3,677,763	11	29,429,682	86	11,546	-	34,016,026	100	34,027,572

2538

[fol. 2539]

Exhibit No. _____

Witness: _____

GRAIN, VIZ.: CORN, BARLEY, RYE, WHEAT, OATS

Year	Portland		Boston		Albany		New York		Philadelphia		Baltimore		Hampton Roads		Total 4 Ports		Total 3 Ports		Grand Total
	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons	%	Tons
1923	550,182	13	248,610	6			942,992	23	1,543,242	37	759,312	18	138,429	3	1,741,784	42	2,440,983	58	4,182,767
1928	91,689	2	159,708	4			2,661,819	66	503,667	12	518,651	13	114,532	3	2,913,216	72	1,136,850	28	4,050,066
1933	32,582	4	37,856	4	94,875	12	617,951	76	16,641	2	9,146	1	6,161	1	783,264	96	31,948	4	815,212
1938					482,604	45	527,404	49	61,769	6		-	28	-	1,010,008	94	61,797	6	1,071,805
1943	558,477	24	322,767	14			476,742	20	637,550	27	362,658	15			1,357,986	58	1,000,208	42	2,358,194
1944	322,749	22	62,500	4			352,118	25	324,635	23	374,183	26			737,367	51	698,818	49	1,436,185
1945	493,874	9	245,550	4	688,200	12	858,709	16	1,389,477	25	1,856,923	34	4,480	-	2,286,333	41	3,250,880	59	5,537,213
1946	120,505	4	236,015	6	288,627	8	307,117	8	1,249,921	33	1,518,667	41	10,685	-	952,264	26	2,779,273	74	3,731,537
1947	54,757	2	138,789	5	402,896	13	286,768	9	730,759	24	1,375,922	44	91,910	3	883,210	29	2,198,591	71	3,081,801
1948	29,319	1	171,279	6	543,202	19	325,154	11	561,797	20	1,181,880	41	67,939	2	1,068,954	37	1,811,616	63	2,880,570
1949	20,496	1	179,193	5	421,531	14	316,962	10	740,815	24	1,400,732	45	29,124	1	938,182	30	2,170,671	70	3,108,853
1950	89,269	4	102,357	4	343,411	14	348,498	14	376,579	16	1,125,210	46	43,447	2	883,535	36	1,545,236	64	2,428,771
1951	180,259	3	211,993	4	956,117	15	820,449	13	1,100,134	18	2,826,968	45	144,605	2	2,168,818	35	4,071,707	65	6,240,525
1952	55,571	1	190,110	5	633,952	15	306,287	7	742,011	17	2,106,956	50	226,860	5	1,185,920	28	3,075,827	72	4,261,747
1953	43,072	1	115,876	3	574,295	16	237,403	7	313,096	9	1,888,700	53	404,141	11	970,646	27	2,605,937	73	3,576,583
1954	63,677	2	58,366	1	527,437	14	376,759	10	614,837	17	1,701,093	45	413,529	11	1,026,239	27	2,729,459	73	3,755,698
1955	63,370	1	130,877	2	844,827	16	410,843	8	712,767	13	2,291,701	42	970,780	18	1,449,917	27	3,975,248	73	5,425,165
BALANCE EXCLUDING COAL AND GRAIN																			
1923	76,710	-	233,351	2			9,231,113	72	2,098,730	16	698,929	6	561,749	4	9,541,174	74	3,359,408	26	12,900,582
1928	34,137	-	243,778	2			10,069,414	71	2,197,282	16	978,264	7	632,644	4	10,347,329	73	3,808,190	27	14,155,519
1933	12,212	-	128,234	2	815	-	4,011,951	63	1,429,279	22	440,423	7	399,998	6	4,153,212	65	2,269,700	35	6,422,912
1938	80,333	1	321,445	3	91,926	1	6,097,520	63	1,107,459	11	1,310,537	14	707,556	7	6,591,224	68	3,125,552	32	9,716,776
1943	141,276	-	593,336	2			19,909,658	69	5,218,891	18	1,681,520	6	1,479,896	5	20,644,270	71	8,380,307	29	29,024,577
1944	139,573	-	348,969	1			20,798,590	59	10,251,343	29	1,873,204	5	2,145,085	6	21,287,132	60	14,269,632	40	35,556,764
1945	93,856	-	319,571	2	42,239	-	16,315,999	60	7,122,293	26	1,535,052	6	1,745,412	6	16,771,665	62	10,402,757	38	27,174,422
1946	121,512	1	192,935	1	32,888	-	8,546,263	63	2,531,756	19	1,871,867	14	197,120	1	8,893,598	66	4,600,743	34	13,494,341
1947	98,650	-	399,801	2	31,915	-	13,094,656	64	2,823,590	14	3,194,087	15	964,868	5	13,625,022	66	6,982,545	34	20,607,567
1948	45,043	-	148,493	1	6,609	-	9,682,972	72	1,435,699	10	1,637,826	12	636,686	5	9,883,117	73	3 710,211	27	13,593,328
1949	81,843	1	254,226	2	1 464,173	3	8,932,916	58	1,385,124	9	3,263,534	21	934,297	6	9,733,158	64	5,582,955	36	15,316,113
1950	16,304	-	136,147	2	44,181	-	6,649,964	61	1,051,056	10	1,451,857	13	1,491,802	14	6,846,596	65	3,994,775	37	10,841,371
1951	2,001	-	170,036	1	64,283	1	8,978,596	71	1,700,169	13	1,199,174	9	568,350	5	9,214,916	73	3,467,693	27	12,682,609
1952	112,570	1	146,054	2	14,004	-	7,792,273	67	1,528,260	13	1,465,166	12	543,438	5	8,064,901	70	3,536,864	30	11,601,765
1953	103,807	1	118,271	1	64,473	1	6,481,903	64	1,230,131	12	1,391,147	14	687,051	7	6,768,454	67	3,308,329	33	10,076,783
1954	77,485	1	279,829	2	90,304	1	6,700,558	60	1,517,058	13	1,783,569	16	794,988	7	7,148,176	64	4,095,615	36	11,243,791
1955	96,250	1	435,118	3	94,149	-	8,201,504	58	1,906,607	13	2,348,734	17	1,060,997	8	8,827,021	62	5,316,338	38	14,143,359

1 Includes 462,570 tons Army-Navy controlled cargo.

Source: Department of the Army, Corps of Engineers, Waterborne Commerce of the United States.

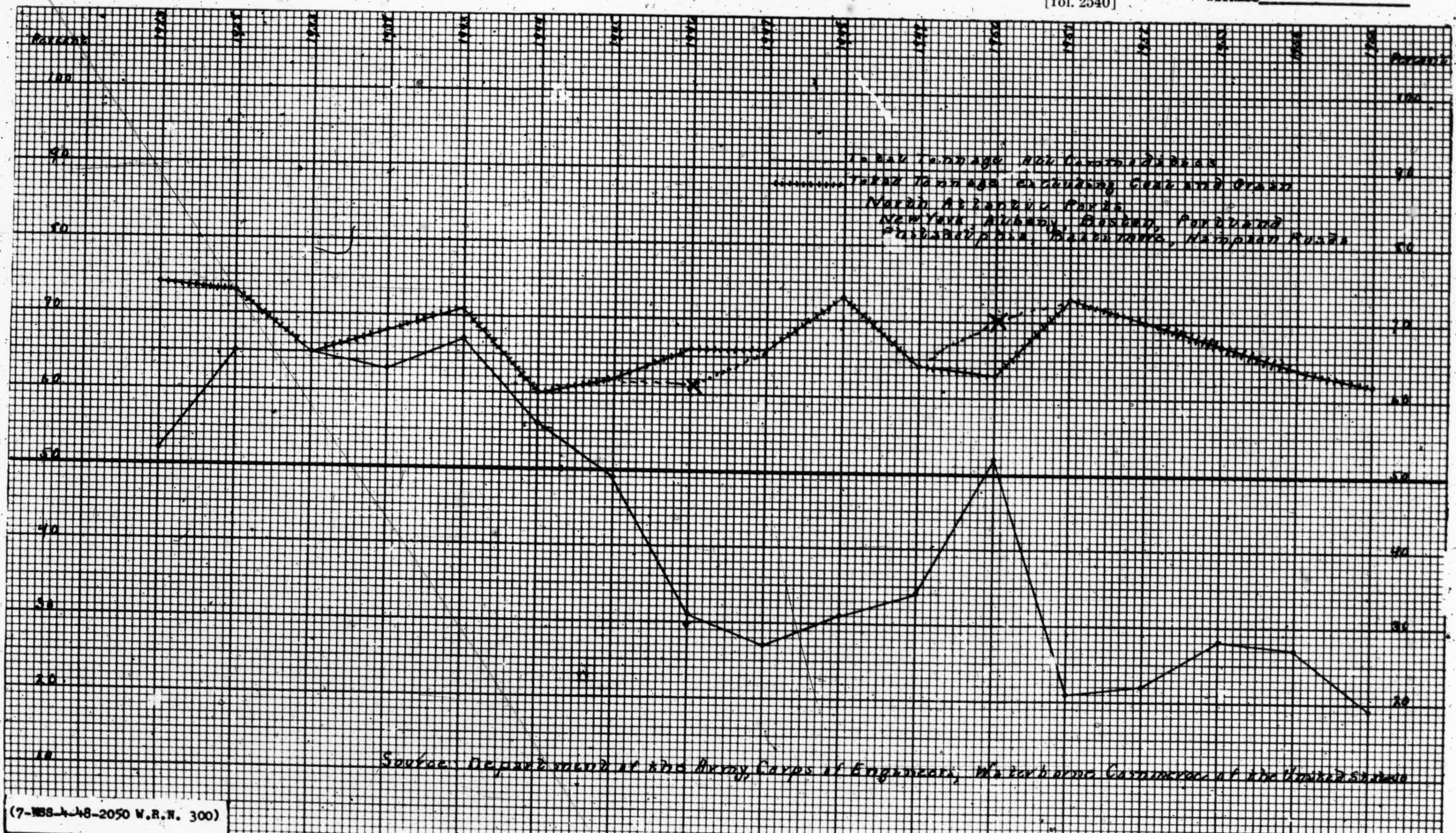
PERCENTAGE OF EXPORT TONNAGE HANDLED FROM NEW YORK, ALBANY, BOSTON, AND PORTIAND OF TOTAL TONNAGE EXPORTED FROM INVOLVED NORTH ATLANTIC PORTS

1702
[fol. 2540]

AJC 7

EXHIBIT NO._____

WITNESS_____



Source: Department of the Army, Corps of Engineers, Waterborne Commerce of the United States

(7-WSS-4-48-2050 W.R.N. 300)

1703

Exhibit No. AJC 8

Witness

TOTAL IMPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS
COMPARED WITH TOTAL VIA U.S. COASTAL PORTS

YEAR	Portland			Boston			Albany			New York			Philadelphia			Baltimore			Hampton Roads			Total 4 Ports			Total 3 Ports			Total 7 Ports		Balance		Total U.S. Coastal Ports
	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of U.S.	Tons	% of U.S.	Tons
1923	461,273	2	1	3,031,479	13	8				10,855,747	46	28	5,393,309	23	14	3,189,614	14	8	493,494	2	1	14,348,499	61	37	9,076,417	39	24	23,424,916	61	15,257,176	39	38,682,092
1928	601,347	2	1	2,964,876	9	7	4,079	-	-	17,865,043	54	38	6,759,327	20	14	4,558,161	14	10	620,852	2	1	21,435,345	64	46	11,938,340	36	25	33,373,685	71	13,316,508	29	46,690,193
1933	344,695	2	1	1,822,960	9	7	429,134	2	1	11,333,103	53	41	4,298,675	20	16	2,504,919	12	9	512,061	2	2	13,929,892	66	50	7,315,655	34	27	21,245,547	77	6,424,916	23	27,670,463
1938	223,108	1	1	1,798,064	8	5	203,758	1	1	11,963,421	50	35	3,879,817	16	11	4,821,509	20	14	826,739	3	2	14,188,351	60	42	9,528,065	40	28	23,716,416	70	10,169,368	30	33,885,784
1943	1,442,333	7	4	357,035	2	1				15,119,544	69	46	2,167,084	10	7	2,076,261	10	6	628,799	3	2	16,918,912	78	51	4,872,144	22	15	21,791,056	66	11,285,786	34	33,076,842
1944	2,543,215	9	6	524,266	2	1	37,138	-	-	15,203,964	54	39	6,476,029	23	16	2,434,022	9	6	1,122,825	4	3	18,308,583	65	46	10,032,876	35	26	28,341,459	72	11,099,947	28	39,441,406
1945	2,704,322	8	6	1,742,911	5	4	3,365	-	-	14,484,592	44	33	8,369,986	26	19	3,360,285	10	8	2,149,545	7	5	18,935,190	58	43	13,879,816	42	31	32,815,006	74	11,710,818	26	44,525,824
1946	2,903,333	8	6	2,819,722	8	6	53,716	-	-	13,675,973	38	29	8,809,537	25	18	5,942,545	17	12	1,515,865	4	3	19,452,744	54	41	16,267,947	46	33	35,720,691	74	12,227,164	26	47,947,855
1947	2,727,194	6	5	3,252,695	7	6	72,297	-	-	16,210,961	37	28	10,578,589	24	18	6,683,096	20	15	2,098,900	5	4	22,263,147	51	39	21,360,585	49	37	43,623,732	76	13,742,160	24	57,365,892
1948	3,285,092	6	5	2,833,989	6	4	64,305	-	-	19,678,027	38	29	12,852,600	25	19	10,325,399	20	15	2,144,251	4	3	25,861,413	51	38	25,322,250	49	37	51,183,663	75	16,894,041	25	68,077,704
1949	3,966,029	7	5	3,448,810	6	5	135,185	-	-	20,319,606	35	26	16,530,919	29	21	11,296,502	20	15	1,811,772	3	2	27,869,630	48	36	29,639,193	52	39	57,508,823	75	19,644,443	25	77,153,266
1950	4,609,932	6	5	5,299,222	7	11	221,847	-	-	25,481,429	35	26	23,475,841	32	24	12,144,240	17	13	1,836,517	3	2	35,612,430	49	37	37,456,598	51	39	73,069,028	76	23,230,260	24	96,299,288
1951	7,061,132	9	7	5,100,926	7	5	185,596	-	-	25,157,156	33	25	22,114,930	29	22	14,497,995	19	14	2,922,009	4	3	37,504,810	49	37	39,534,934	51	39	77,039,744	76	24,773,025	24	101,812,769
1952	7,827,013	10	7	4,849,735	6	4	228,118	-	-	27,798,540	34	26	22,052,584	27	20	14,842,879	18	14	3,012,086	4	3	40,703,406	50	37	39,907,549	50	37	80,610,955	74	28,063,346	26	108,674,301
1953	8,364,061	10	7	4,756,747	5	4	345,536	-	-	28,837,891	33	24	25,127,225	29	21	16,537,107	19	14	2,873,462	3	2	42,304,235	49	35	44,537,794	51	37	86,842,029	72	33,752,813	28	120,594,892
1954	8,473,931	10	7	4,486,060	5	4	319,740	-	-	28,370,760	33	23	27,599,106	32	22	14,951,276	17	12	2,662,434	3	2	41,650,491	48	34	45,212,816	52	36	86,863,307	70	36,639,911	30	123,503,218
1955	10,728,079	11	7	5,135,873	5	4	329,771	-	-	30,273,674	30	21	33,608,728	33	24	17,415,577	17	12	4,427,390	4	3	46,467,397	46	32	55,451,696	54	39	101,919,093	71	42,357,119	29	144,276,212

Source Department of the Army, Corps of Engineers, Waterborne Commerce of the United States

2541

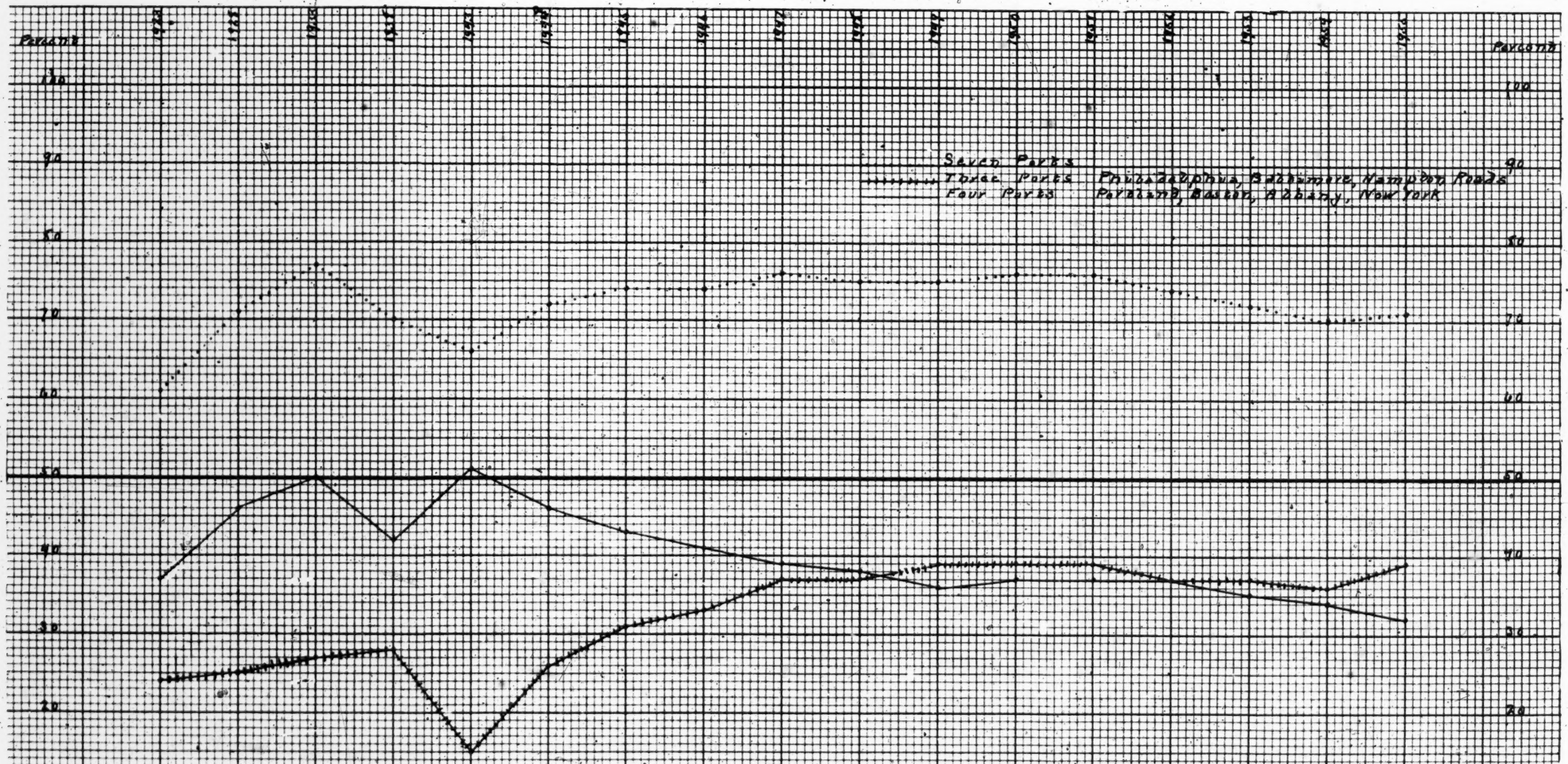
AJC 9

EXHIBIT NO._____

WITNESS_____

1704
[fol. 2542]

IMPORT TONNAGE HANDLED AT NORTH ATLANTIC PORTS EXPRESSED IN PERCENTAGES OF TOTAL IMPORT TONNAGE HANDLED AT ALL UNITED STATES COASTAL PORTS



Source: Department of the Army, Corps of Engineers, Waterborne Commerce of the United States

(7-WSS-4-48-2050 W.R.N. 300)

2543

AJC10

1705

Exhibit No. _____

Witness _____

[fol. 2543]

TOTAL EXPORT TONNAGE FROM NORTH ATLANTIC PORTS COMPARED WITH TOTAL VIA U.S. COASTAL PORTS

YEAR	Portland			Boston			Albany			New York			Philadelphia			Baltimore			Hampton Roads			Total 4 Ports			Total 3 Ports			Total 7 Ports			Balance		Total U.S.Coastal Ports
	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of N.A.	% of U.S.	Tons	% of U.S.	Tons
1923	626,892	3	1	481,961	2	1	-	-	-	10,174,880	47	23	3,998,074	19	9	2,887,486	13	6	3,373,669	16	8	11,283,733	52	25	10,259,229	48	23	21,542,962	48	22,973,451	52	44,516,413
1928	125,826	1	-	403,486	2	1	-	-	-	12,799,277	62	23	2,863,141	14	5	1,691,649	8	3	2,674,339	13	5	13,328,589	65	24	7,229,129	35	13	20,557,718	37	35,593,492	63	56,151,210
1933	44,794	1	-	166,090	2	1	95,690	1	-	4,655,104	61	15	1,445,927	19	5	463,821	6	1	811,858	10	3	4,961,678	65	16	2,721,606	35	9	7,683,284	25	23,514,130	75	31,197,414
1938	80,333	-	-	321,445	3	1	574,530	5	1	6,663,303	55	12	1,213,250	10	2	1,310,537	11	2	1,992,564	16	4	7,639,611	63	14	4,516,351	37	8	12,155,962	22	43,319,754	78	55,475,716
1943	699,753	2	1	916,103	3	2	-	-	-	20,406,813	62	32	6,175,216	19	10	2,126,481	6	3	2,522,509	8	4	22,022,669	67	35	10,824,206	33	17	32,846,875	52	30,238,948	48	63,085,823
1944	465,648	2	1	411,469	1	-	-	-	-	21,164,818	54	26	10,934,882	28	13	2,457,448	6	3	3,554,700	9	4	22,041,935	57	27	16,947,030	43	20	38,988,965	47	43,623,861	53	82,612,826
1945	587,730	2	1	565,121	1	-	730,439	2	1	12,178,203	44	17	10,272,530	26	10	5,665,434	15	6	4,021,304	10	4	19,061,493	49	19	19,959,268	51	20	39,020,761	39	61,312,347	61	100,333,108
1946	241,917	[illegible]	-	428,950	1	1	321,515	1	-	9,159,021	28	12	7,948,614	[illegible]	10	9,879,138	[illegible]	13	6,035,328	[illegible]	[illegible]	10,151,403	[illegible]	13	[illegible]863,080	[illegible]	[illegible]	[illegible]014,483	[illegible]	[illegible]574,321	[illegible]	76,588,804
1947	153,407	-	-	538,625	1	1	434,811	1	-	15,533,406	25	15	8,884,522	14	9	15,928,394	25	15	21,145,987	34	21	16,660,249	27	16	45,958,903	73	45	62,619,152	61	39,376,356	39	101,995,508
1948	74,362	-	-	319,772	1	-	549,811	1	1	10,259,918	29	16	3,893,567	11	6	6,269,976	18	10	14,360,954	40	22	11,203,863	31	17	24,524,497	69	38	35,728,360	55	29,675,440	45	65,403,800
1949	102,339	-	-	433,419	1	1	885,705	3	1	9,258,512	30	14	3,447,181	11	5	5,996,071	19	9	11,020,955	36	17	10,679,975	34	16	20,464,207	66	31	31,144,182	47	34,595,593	53	65,739,775
1950	105,573	1	-	238,534	1	1	387,592	3	1	7,001,064	47	16	1,558,519	10	3	2,914,695	20	7	2,636,688	18	6	7,732,763	52	18	7,109,902	48	16	14,842,665	34	28,797,435	66	43,640,100
1951	182,260	-	-	382,029	1	-	1,020,400	2	1	9,803,387	18	11	5,627,271	10	6	7,960,222	15	8	29,504,688	54	30	11,388,076	21	12	43,092,181	79	[illegible]	54,480,257	56	43,122,680	44	97,602,937
1952	168,141	-	-	336,189	1	-	647,956	2	1	8,099,418	19	10	3,549,750	8	4	6,572,836	15	8	23,205,391	55	27	9,251,704	22	11	33,327,977	78	39	42,579,681	50	42,492,632	50	85,072,313
1953	146,879	1	-	234,147	1	-	638,768	2	1	6,720,527	24	11	1,688,869	6	3	4,837,359	17	7	13,489,205	49	21	7,740,321	28	12	20,015,433	72	31	27,755,754	44	36,024,534	56	63,780,288
1954	141,162	-	-	338,195	2	-	617,741	2	1	7,077,334	23	11	2,545,561	8	4	4,124,811	14	6	15,460,382	51	24	8,174,432	27	12	22,130,754	73	34	30,305,186	46	34,938,811	54	65,243,997
1955	159,620	-	-	565,995	1	1	938,976	2	1	8,623,893	16	9	3,527,955	6	3	8,318,198	16	9	31,461,459	59	33	10,288,484	19	11	43,307,612	81	45	53,596,096	56	41,808,165	44	95,404,261

2543

Source: Department of the Army, Corps of Engineers, Waterborne Commerce of the United States.

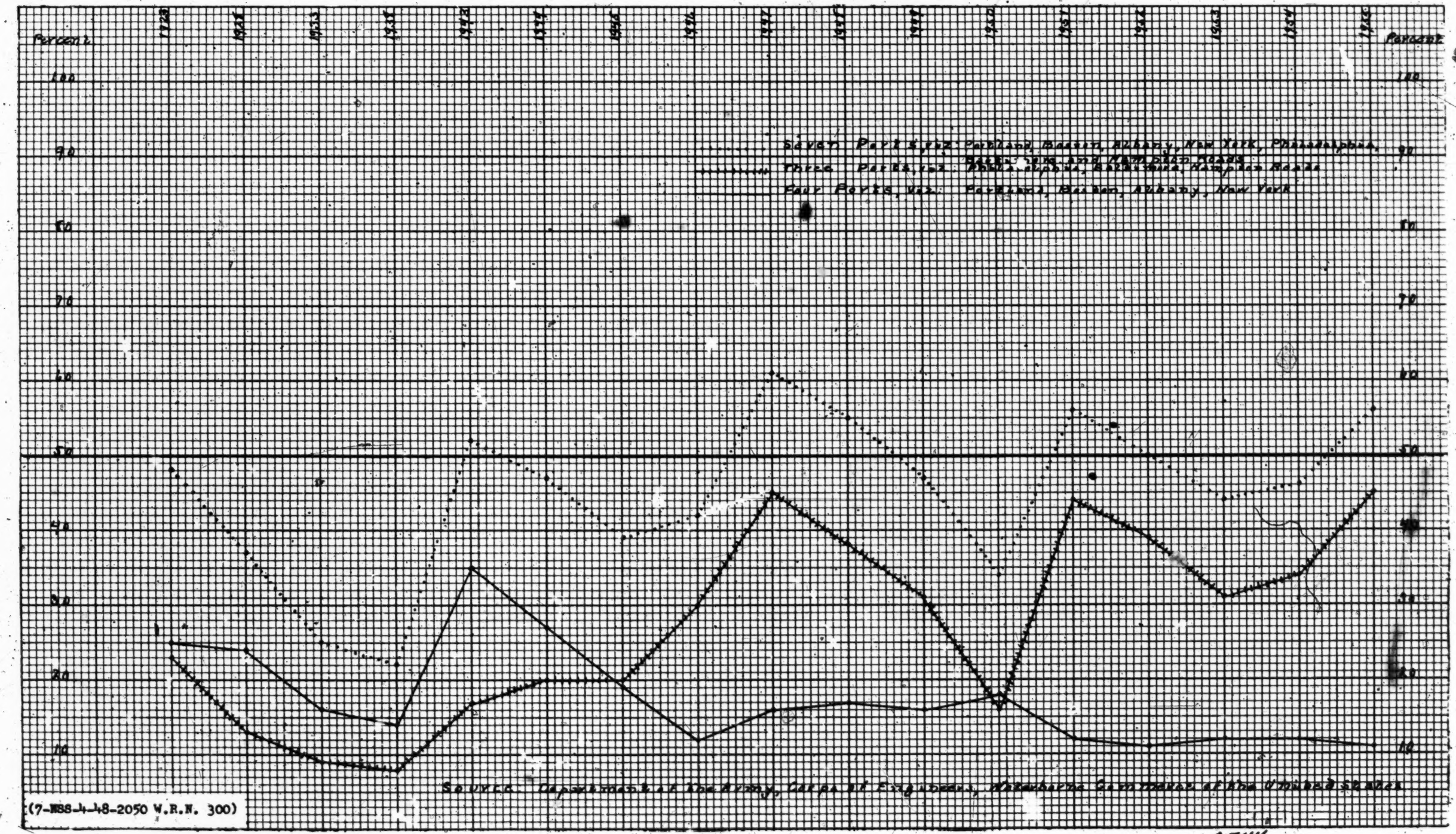
(7-NSS-4-48-2050 .W.R.N. 200)

EXPORT TRAFFIC MOVING FROM THE NORTH ATLANTIC PORTS EXPRESSED IN PERCENTAGES OF TOTAL EXPORT TRAFFIC MOVING FROM ALL UNITED STATES COASTAL PORTS.

1706
[fol. 2544]

EXHIBIT NO. AJC 1

WITNESS



(7-WSS-4-48-2050 W.R.N. 300)

2544

AJC 12

Exhibit No. _____

Witness: _____

AVERAGE THROUGH DISTANCES BETWEEN CENTRAL AND ILLINOIS FREIGHT ASSOCIATION TERRITORIES AND PRINCIPAL WORLD PORTS VIA NORTH ATLANTIC PORTS

(See Note Below)

Foreign Ports	Boston (932 Miles)		New York (826 Miles)		Philadelphia (771 Miles)		Baltimore (721 Miles)		Norfolk (869 Miles)	
	Statute Miles	Thru Miles	Statute Miles	Thru Miles	Statute Miles	Thru Miles	Statute Miles	Thru Miles	Statute Miles	Thru Miles
EUROPEAN PORTS										
Antwerp . . . . . Belgium	3,675	4,607	3,880	4,706	4,046	4,817	4,209	4,930	3,860	4,729
Barcelona . . . . . Spain	4,067	4,999	4,273	5,099	4,437	5,208	4,597	5,318	4,456	5,325
Bremen . . . . . Germany	3,954	4,886	4,157	4,983	4,324	5,095	4,488	5,209	4,346	5,215
Copenhagen . . . . . Denmark	4,029	4,961	4,225	5,051	4,401	5,172	4,564	5,285	4,424	5,293
Gdansk . . . . . Poland	4,464	5,396	4,660	5,486	4,836	5,607	4,999	5,720	4,880	5,729
Genoa . . . . . Italy	4,460	5,392	4,665	5,491	4,830	5,601	4,990	5,711	4,853	5,722
Glasgow . . . . . Scotland	3,305	4,237	3,501	4,327	3,677	4,448	3,840	4,561	3,700	4,569
Gothenburg . . . . . Sweden	3,904	4,836	4,203	5,029	4,277	5,048	4,439	5,160	4,300	5,169
Hamburg . . . . . Germany	3,977	4,909	4,174	5,000	4,350	5,121	4,512	5,233	4,373	5,242
Helsinki . . . . . Finland	4,647	5,579	4,843	5,669	5,020	5,791	5,182	5,903	5,043	5,912
Ismir . . . . . Turkey	5,389	6,321	5,594	6,420	5,758	6,529	5,918	6,639	5,777	6,646
Le Havre . . . . . France	3,461	4,393	3,666	4,492	3,832	4,603	3,995	4,716	3,854	4,723
Leningrad . . . . . Russia	4,824	5,756	5,021	5,847	5,196	5,967	5,359	6,080	5,220	6,089
Lisbon . . . . . Portugal	3,215	4,147	3,412	4,238	3,588	4,359	3,750	4,471	3,611	4,480
Liverpool . . . . . England	3,378	4,310	3,575	4,401	3,751	4,522	3,913	4,634	3,774	4,643
London . . . . . England	3,634	4,566	3,839	4,665	4,004	4,775	4,168	4,889	4,026	4,895
Oslo . . . . . Norway	3,941	4,873	4,138	4,964	4,314	5,085	4,476	5,197	4,337	5,206
Piraeus . . . . . Greece	5,203	6,135	5,407	6,233	5,572	6,343	5,732	6,453	5,591	6,460
Rotterdam . . . . . Netherlands	3,681	4,613	3,886	4,712	4,052	4,823	4,215	4,936	4,073	4,942
Stockholm . . . . . Sweden	4,508	5,440	4,705	5,531	4,881	5,652	5,044	5,765	4,904	5,773
Average	4,086	5,018	4,291	5,117	4,457	5,228	4,619	5,341	4,469	5,338
SOUTH AMERICAN PORTS										
Belem-Para . . . . . Brazil	3,418	4,350	3,424	4,250	3,395	4,166	3,399	4,120	3,260	4,129
Buenas Aires . . . . Argentine	6,724	7,656	6,758	7,584	6,812	7,583	6,843	7,564	6,703	7,572
Callao . . . . . Peru	4,086	5,018	3,877	4,703	3,843	4,614	3,791	4,512	3,651	4,520
Cartagua . . . . . Columbia	2,343	3,275	2,133	2,959	2,101	2,872	2,049	2,770	1,908	2,777
Guayaquil . . . . . Equador	3,481	4,413	3,271	4,097	3,238	4,009	3,186	3,907	3,046	3,915
La Guaira . . . . . Venezuela	2,250	3,182	2,127	2,953	2,116	2,887	2,087	2,808	1,942	2,811
Rio de Janeiro . . . . Brazil	5,453	6,385	5,481	6,307	5,544	6,315	5,575	6,296	5,436	6,305
Valparaiso . . . . . Chile	5,543	6,475	5,334	6,160	5,300	6,071	5,249	5,970	5,108	5,977
Average	4,162	5,094	4,051	4,877	4,044	4,815	4,022	4,743	3,882	4,751
AFRICAN PORTS										
Alexandria . . . . . Egypt	5,549	6,481	5,754	6,580	5,918	6,689	6,078	6,799	5,937	6,806
Cape Town . . . . . So.Africa	7,720	8,652	7,811	8,637	7,897	8,668	7,956	8,677	7,815	8,684
Monbasa . . . . . Kenya Colony	9,138	10,070	9,342	10,168	9,507	10,278	9,598	10,319	9,526	10,395
Average	7,469	8,401	7,636	8,462	7,774	8,545	7,877	8,598	7,759	8,628
ASIAN PORTS-AUSTRALIAN PORTS										
Aden . . . . . Saudi Arabia	7,289	8,221	7,494	8,320	7,659	8,430	7,819	8,540	7,677	8,546
Hong Kong . . . . . China	13,116	14,048	12,906	13,732	12,873	13,644	12,821	13,542	12,681	13,550
Karachi . . . . . Pakistan	8,975	9,907	9,180	10,006	9,345	10,116	9,505	10,226	9,363	10,232
Kobe . . . . . Japan	11,699	12,631	11,489	12,315	11,456	12,227	11,404	12,125	11,264	12,133
Manila . . . . . P.I.	13,291	14,223	13,081	13,907	13,048	13,819	12,996	13,717	12,856	13,725
Melbourne . . . . . Australia	11,653	12,585	11,443	12,269	11,410	12,181	11,358	12,079	11,218	12,087
Singapore . . . . . Malaya	11,454	12,386	11,658	12,484	11,823	12,594	11,983	12,704	11,841	12,710
Sidney . . . . . Australia	11,365	12,297	11,155	11,981	11,122	11,893	11,070	11,791	10,930	11,799
Wellington . . . . . N.Z.	10,019	10,951	9,810	10,636	9,777	10,548	9,725	10,446	9,584	10,453
Average	10,985	11,917	10,913	11,739	10,946	11,717	10,965	11,686	10,824	11,693
Grand Average	5,907	6,839	5,984	6,810	6,083	6,854	6,172	6,893	6,028	6,897

SOURCE: Rail mileages, Agent Hinsch's Tariff No. E-1009, I.C.C. No. 4487.

Ocean Mileages, U.S. Navy Hydrographic Office - H.O. No. 117-1943.

NOTE: I.C.C. Docket 28300 mileages from base points in the States of Ohio, Indiana, Lower Michigan, Illinois and Southern Wisconsin also base points in the States of Iowa and Missouri on and in the proximity to Mississippi River.

(7-NSS-4-48-2050-WRN-300)

[fol. 2545]

2545

1707

EXHIBIT NO. (AJC)
WITNESS
Page 1 of 6 Pages

NET TONS OF IMPORT TRAFFIC HANDLED BY DELAWARE, LACKAWANNA & WESTERN RAILROAD, ERIE RAILROAD, LEHIGH VALLEY RAILROAD, NEW YORK CENTRAL SYSTEM, NEW YORK, NEW HAVEN AND HARTFORD RAILROAD DURING PERIOD AUGUST, 1955 TO JULY, 1956 INCLUSIVE VIA PORT OF NEW YORK

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
5	Sorghum Grain.							33	33
9	Barley & Rye								
11	Rice								
15	Flour,wheat.		27				92		119
17	Meal,corn.								
19	Flour,edible,N.O.S . . .	66	73		40		432	632	1,243
23	Mill Products,N.O.S. . .				21		31		52
29	Tobacco,Unmanufactured .					4			4
33	Cotton in bales.								
35	Cotton Linter, Noil,etc .				269		464	432	1,165
45	Soybean oil cake, meal .								
47	Veg.nut oil cake,N.P.S..								
49	Apples,fresh,unfrozen. .								
51	Bananas, fresh	992	9,669	3,134	17,719	52	18,626	69	50,261
55	Cantaloupes-Melons . . .								
57	Grapes, fresh.						11		11
61	Oranges & grapefruit . .							18	18
63	Peaches,fresh,unfrozen .								
65	Pears,fresh,unfrozen . .	13				25	29	137	204
69	Fruit fresh,N.O.S., unfrozen	16			391		640	233	1,280
71	Fruit,dried,etc.,N.O.S .				1,022		21	1,316	2,359
73	Fruit,etc.fresh,frozen .							21	21
75	Coffee	404		758	18,094	62	5,991	37,934	63,243
81	Lettuce.				29				29
83	Onions,dry						92		92
85	Potatoes,not sweet . . .								
89	Veg. fresh, N.O.S. unfrozen		18			72	117	21	228
91	Beans & Peas, dried. . .					184	499	82	765
93	Vegetables,dried,etc., N.O.S.						79		79
97	Peanuts.							178	178
107	Seeds,N.O.S.	179			594	73	76	768	1,690
199	Agricultural Prods,N.O.S	23	65		295	54	773	5,896	7,106
201	Horses,mules,asses,etc .								
211	Swine,single-deck. . . .								
215	Meats,fresh,N.O.S. . . .	18					20	41	79
217	Meats,cooked,cured,etc .	333		64	750	48	1,777	4,951	7,923
219	Packinghouse products, edible	42	18					390	450
231	Cheese						12	78	90
235	Wool-Mohair in grease. .	8					31	23	62
237	Wool-Mohair,N.O.S. . . .						25	117	142
239	Hides,Skins,Pelts,N.O.S.	33			443		169	675	1,320
241	Leather, N.O.S						177		177
243	Sea Food,N.O.S				25		16	18	59
245	Fish & Sea Animal Oil. .			55	73		79	30	237
299	Animals & Products,N.O.S		37		577	177	2,935	604	4,330
307	Coke		25				75		100
309	Iron Ore							74	74
311	Aluminum Ore and Concent	273			4,411			8,899	13,583
319	Ores & Concentrates, N.O.S.	9,394	167		2,426	255	275	1,690	14,207
323	Clay & Bentonite				51	23	105	46	225
325	Sand,Industrial.								
327	Gravel & Sand,N.O.S. . .								
329	Stone-Rock,Broken,etc. .	37	36		106	30	143	93	445
333	Stone, Rough, N.O.S . . .	33					51	517	601
335	Stone, Finished,N.O.S . .							59	59
339	Asphalt.							30	30

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
343	Phosphate Rock								
345	Sulphur						62		62
399	Products of Mines,N.O.S.	87	31		693	868	201	1,366	3,246
403	Posts-Pole-Piling,Wood								
409	Pulpwood								
411	Lumber Shingles & Lath								
415	Veneer & Built-Up Wood	60			414	381	2,627	340	3,822
417	Rosin & Turpentine				18				18
499	Products of Forest,N.O.S	380			451	375	659	3,374	5,239
503	Fuel-HD.Pet.Resid.Oils								
505	Lubricating Oil-Grease				13				13
507	Petroleum Prod.Refined, N.O.S.				18				18
511	Cottonseed Oil				24			22	46
517	Vegetable-Nut Oils,N.O.S		190	1,145	2,251	1,998	61	661	6,306
519	Oils, N.O.S.	19			745		356	319	1,439
521	Oil Foots Sediment, etc.							26	26
523	Rubber,Crude-Nat.-Synth.	1,241	154		37,128	19,942	23,132	2,334	83,931
525	Rubber Goods, N.O.S.	38			187				225
527	Chemicals, N.O.S	20	44		201	78	208	412	963
531	Acids, N.O.S				21			323	344
533	Sodium-Soda Products				170		177	21	368
535	Alcohol, N.O.S						62	19	81
539	Fertilizers,N.O.S.	271	183	43	919	149	151	178	1,894
541	Insecticide-Fungic.N.O.S							20	20
543	Tar Pitch & Creosote							113	113
545	Tanning Material,N.O.S	1,377	675		185		21	1,156	3,414
547	Paint & Paint Materials.		28		369			130	527
549	Plastics				20				20
553	Drugs Toilet-Prep.,etc				27	32		292	351
555	Aluminum Bar-Pig-Slab.				107			42	149
557	Aluminum, N.O.S.						30	141	171
559	Copper Ingot-Matte-Pig	100	193		13,473	27	927	1,316	16,036
561	Copper,Brass,Bronze, N.O.S.		190		500		243	1,025	1,958
563	Lead-Zinc Bar,Pig,etc.		2,326		4,536	790	1,549	271	9,472
565	Lead & Zinc, N.O.S.						194	24	218
569	Alloys For Steel Manuf.		1,321		56	101	203		1,681
571	Metal & Alloys,N.O.S	97	2,548	1,231	4,916	3,564	1,296	4,391	18,043
573	Iron,Pig						32		32
575	Iron-Steel Billet,etc.		28						28
577	Iron-Steel Bar Rod Slab.	20							20
579	Iron-Steel, N.O.S.				18		32		50
581	Iron-Steel Nails,Wire.	51			82		740	46	919
583	Manufactured Iron & Steel.	645	150	36	1,603	222	1,111	2,249	6,016
585	Cast-Iron Pipe,Fittings.								
587	Iron-Steel Pipe,N.O.S.								
589	Tanks, N.O.S								
591	Agric.Implements,N.O.S						31		31
593	Agric.Implement Parts, N.O.S.								
595	Machinery-Machines,N.O.S	18	21		837	583	257	1,260	2,976
597	Machinery Parts.	12			107		98	202	419
607	RR Equipment Parts							40	40
609	RR Track material-Iron								
611	Vehicles,not motor				89		77	189	355
613	Automobiles,passenger.								
615	Automobiles,freight.				171				171
617	Vehicles,Motor,N.O.S				9	62		65	136
621	Autos & Auto-Trucks, K.D						5		5
623	Vehicle parts, N.O.S		25				94	407	526
625	Aircraft & parts							5	5
627	Tires & tubes,rubber				6		61		67

[fol. 2547]

1709

2547

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
629	Guns small-arms,parts. .								
631	Ammunition,Explosives. .								
633	Cement Nat-Portland. . .		25		206				231
635	Cement, N.O.S.								
639	Brick,N.O.S. & Building Tile						25		25
641	Lime, N.O.S.								
649	Sewer pipe not metal . .								
653	Woodpulp		75		46		52	36	209
655	Scrap paper & Rags . . .				96		206	744	1,046
657	Newsprint paper.				792	237	599	2,864	4,492
659	Printing paper, N.O.S. .				36		140		176
661	Wrapping paper				26		43		69
663	Paper Bags								
665	Paper,paper-Items N.O.S.	59						19	78
667	Printed Matter N.O.S . .							12	12
669	Paper-pulp-fibreboard. .								
671	Wallboard.	121	18		21	134	129		423
673	Bldg.-Paper roof-material								
677	Bldg.woodwork-millwork .				12				12
679	Bldg.Material,N.O.S. . .			68	94				162
681	Bldg.-Houses,Fab-Port. .				12			20	32
685	Elec.equip.-Parts,N.O.S.	70			21		108	34	233
687	Furnaces Heaters, etc .								
689	Bathroom fixtures,etc. .								
691	Hardware,N.O.S				44			229	273
693	Glass.	58			60		98	56	272
695	Glassware, N.O.S				15			13	28
697	Glass bottles, N.O.S . .				18		20		38
701	China & Earthenware. . .				21	257	12	31	321
703	Woodenware					15		16	31
705	Household Utensils,N.O.S				12				12
711	Stoves,ranges or parts .								
713	Floor coverings.	21			23		10		54
715	Furniture, N.O.S							32	32
719	Tools & parts,N.O.S. . .				63				63
721	Abrasives,not crude. . .							94	94
723	Bagging,burlap,etc.N.O.S	32			378	194	1,958	709	3,271
725	Bags,burlap,etc.,N.O.S .								
727	Cotton Cloth etc.,N.O.S.				296			42	338
729	Cotton factory products.				99		45	66	210
731	Synthetic fibre & yarn .								
733	Cloth & Fabrics,N.O.S. .								
735	Rope,cordage,etc.,N.O.S.	75	67		280	123	216	340	1,101
737	Boots,shoes,etc.,N.O.S .								
739	Luggage & Handbags,N.O.S		9						9
741	Athletic equip.,N.O.S. .							44	44
743	Games & Toys				21		53	67	141
745	Liquors,Alcoholic,N.O.S.				136		198	267	601
747	Wine				29			42	71
749	Liquors, Malt.		15				15	313	343
751	Beverages,N.O.S.				28	40		43	111
755	Syrup-Molasses refined .						255	235	490
757	Molasses,residual. . . .								
759	Sugar.	1,142	803	101	1,029	30	1,269		4,374
761	Candy & Confectionery. .							106	106
763	Food Prod.N.O.S.unfrozen	876	200	23	2,768	288	2,628	10,681	17,464
765	Food Prod.N.O.S. frozen.								
767	Starch	24			172			76	272
769	Soap,washing compound. .								
771	Matches.							56	56
773	Feed,animal-poultry. . .				19	96	90	860	1,065
779	Containers, Metal. . . .				41				41
785	Containers,N.O.S	29			59			381	469

1710
[fol. 2548]

2548

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
787	Containers, empty. . . .						25	24	49
789	Scrap iron & steel . . .	22							22
791	Iron-Steel,Borings,etc .								
795	Waste,Remelting,N.O.S. .	10			93	34		83	220
797	Waste Materials,N.O.S. .	267	20		473	40	23	676	1,499
799	Manufactures,Mis.,N.O.S.	24	84		1,889	146	434	2,186	4,763
950	Forwarder Traffic CL . .						20	28	48
960	GRAND TOTAL	19,130	19,558	6,658	127,128	31,865	77,231	110,409	391,979

NET TONS OF IMPORT TRAFFIC HANDLED BY NEW YORK CENTRAL SYSTEM
DURING PERIOD AUGUST, 1955 TO JULY 1956, INCLUSIVE
VIA PORT OF ALBANY, N.Y.

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
19	Flour, Edible, N.O.S . .						63	80	143
653	Woodpulp				275		125		400
763	Food Prod.N.O.S.Unfrozen								
789	Scrap Iron & Steel . . .								
960	GRAND TOTAL				275		188	80	543

NET TONS OF IMPORT TRAFFIC HANDLED BY BOSTON & MAINE RAILROAD, NEW YORK CENTRAL SYSTEM AND NEW YORK, NEW HAVEN & HARTFORD RAILROAD, DURING PERIOD AUGUST, 1955 TO JULY, 1956 INCLUSIVE
VIA PORT OF BOSTON, MASS.

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
11	Rice				28				28
19	Flour,Edible,N.O.S . . .								
23	Mill Products,N.O.S. . .								
33	Cotton in bales.		5		143	20		65	233
35	Cotton Linter Noil, etc.	119	17		110	83	329	1,008	1,666
69	Fruit,Fresh,N.O.S. unfrozen								
71	Fruit Dried, etc.,N.O.S.								
75	Coffee	87	271		167			102	627
77	Cabbage.	15							15
87	Tomatoes								
91	Beans & Peas,Dried . . .								
199	Agricultural Prod.N.O.S.	113	319				156	600	1,188
215	Meats,Fresh,N.O.S. . . .								
217	Meats,Cooked,Cured,etc .							62	62
231	Cheese								
235	Wool-Mohair in grease. .	85			357				442
237	Wool & Mohair,N.O.S. . .	5			45		29	7	86
239	Hides,Skins,Pelts,N.O.S.						149	87	236
241	Leather,N.O.S.							57	57
243	Sea Food,N.O.S								
245	Fish & Sea Animal Oil. .								
299	Animals & Products,N.O.S				28		134		162
305	Bituminous Coal.								
309	Iron Ore				38				38
319	Ores & Concentrates. N.O.S.								

2549

[101 2349]

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
329	Stone-Rock,broken,etc.								
333	Stone,rough,N.O.S.				72	574	68	23	737
335	Stone,Finished,N.O.S				8		12	18	38
339	Asphalt.								
399	Products of Mines,N.O.S.				30				30
411	Lumber,shingles & Lath								
415	Veneer & Built-up wood								
499	Products of Forest,N.O.S	123	97	21		256	15	172	684
503	Fuel-Rd.Pet.Resid.Oils								
505	Lubricating Oil-grease								
523	Rubber Crude-Nat-Synth	942			2,345	128	696	977	5,088
527	Chemicals, N.O.S				66		88		154
531	Acids, N.O.S	29							29
533	Sodium-Soda-Products								
539	Fertilizers,N.O.S.	357			62		39	20	478
545	Tanning Material,N.O.S		280						280
549	Plastics								
553	Drugs Toilet-Preps.,Etc.								
561	Copper-Brass-Bronze, N.O.S.								
563	Lead-Zinc,Bar-Pig,Etc.								
571	Metals & Alloys,N.O.S.				55				55
577	Iron-Steel,Bar Rd.-Slab.								
581	Iron-Steel,Nails,Wire.						46	89	135
583	Manufactured Iron & Steel.						311	336	647
587	Iron-Steel Pipe,N.O.S.								
589	Tanks, N.O.S								
591	Agricultural Implements, N.O.S.							20	20
595	Machinery-Machines,N.O.S				6	45		32	83
597	Machinery Parts.								
601	Office Machines,N.O.S.							13	13
607	RR Equipment Parts								
611	Vehicles,Not motor				4			9	13
617	Vehicles,Motor,N.O.S								
619	Military,Vehicles,N.O.S.							27	27
623	Vehicle Parts,N.O.S.					244			244
635	Cement, N.O.S.								
647	Plaster,Stucco & Wall.								
653	Woodpulp	58			966			101	1,125
655	Scrap Paper & Rags				393			17	410
657	Newsprint paper.								
661	Wrapping paper							41	41
663	Paper Bags								
665	Paper,Paper-Items N.O.S.								
667	Printed Matter, N.O.S.							24	24
669	Paper-Pulp-Fibreboard.							115	115
671	Wallboard.								
677	Bldg.Woodwork-Millwork.								
691	Hardware, N.O.S.							367	367
693	Glass.						20	37	57
695	Glassware, N.O.S							30	30
697	Glass Bottles,etc.N.O.S.	19							19
701	China & Earthenware.		7						7
705	Household Utensils,N.O.S							7	7
713	Floor Covering								
715	Furniture,N.O.S.							5	5
723	Bagging Burlap etc.N.O.S				507		253		760
727	Cotton Cloth,etc.,N.O.S.								
729	Cotton Factory Products.						5	117	122
733	Cloth & Fabrics,N.O.S.								
735	Rope,Cordage,etc.N.O.S.								
743	Games & Toys								
745	Liquors Alcoholic,N.O.S.								

1712
[Fol. 2550]

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
749	Liquors, Malt.						15		15
751	Beverages, N.O.S								
753	Ice (Frozen Water) . . .								
759	Sugar.		51		51		44		146
761	Candy & Confectionery. .								
763	Food Prod.N.O.S.Unfrozen		31				62	82	175
767	Starch								
773	Feed,Animal-Poultry. . .								
779	Containers, Metal. . . .								
785	Containers, N.O.S. . . .								
789	Scrap Iron & Steel . . .								
791	Iron-Steel Borings,etc .								
795	Waste,Remelting,N.O.S. .								
797	Waste Materials,N.O.S. .				23		67	230	320
799	Manufactures-Misc.N.O.S.	20			55		122	138	335
950	Forwarder Traffic Carload.						17	47	64
960	GRAND TOTAL.	1,972	1,078	21	5,559	1,350	2,677	5,082	17,739

NET TONS OF IMPORT TRAFFIC HANDLED BY BOSTON & MAINE RAILROAD AND GRAND TRUNK RAILWAY SYSTEM
DURING PERIOD AUGUST, 1955 TO JULY, 1956, INCLUSIVE,
VIA PORT OF PORTLAND, MAINE

NO.	COMMODITY GROUP	TO AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
323	Clay & Bentonite.. . . .			66			1,742		1,808
653	Woodpulp			186	9,307	255	642	184	10,574
960	GRAND TOTAL.			252	9,307	255	2,384	184	12,382

2551

[fol. 2551]

EXHIBIT NO. (AJC 4)
WITNESS

NET TONS OF EXPORT TRAFFIC HANDLED BY DELAWARE, LACKAWANNA & WESTERN RAILROAD, ERIE RAILROAD, LEHIGH VALLEY RAILROAD, NEW YORK CENTRAL SYSTEM, NEW YORK, NEW HAVEN AND HARTFORD RAILROAD DURING PERIOD AUGUST, 1955 TO JULY, 1956 INCLUSIVE VIA PORT OF NEW YORK

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
1	Wheat	1,563	313		14,480	19,964	23,904	23,916	84,140
3	Corn	100			11,266	16,056	6,661	31,649	65,732
5	Sorghum Grain					152	31		183
7	Oats	160				1,883	716	686	3,445
9	Barley & Rye				26			86	112
11	Rice								
13	Grain, N.O.S				32	309		172	513
15	Flour, Wheat		506		17,776	4,287	1,995	7,670	32,234
17	Meal, Corn				737			699	1,436
19	Flour, Edible, N.O.S	12,473			3,729	882	654	1,871	19,609
21	Cereal Food, Prep., N.O.S	18			309	95	918		1,340
23	Mill Products, N.O.S	50			1,233	208	139	1,405	3,035
25	Hay				46	21	28		95
27	Straw							12	12
29	Tobacco, Unmanufactured							161	161
33	Cotton in bales								
35	Cotton Linter Noil, etc				17				17
43	Soybeans								
45	Soybean Oil Cake, Meal				3,513	3,805	257	4,175	11,750
47	Veg. Nut Oil Cake N.O.S				38		15	36	89
49	Apples, Fresh, Unfrozen	40							40
53	Berries, Fresh, Unfrozen						17		17
57	Grapes, Fresh								
59	Lemon-Citrus Fruit, N.O.S								
61	Oranges & Grapefruit				41				41
65	Pears, Fresh, Unfrozen								
67	Watermelons							20	20
69	Fruit, Fresh, N.O.S. unFrozen						47		47
71	Fruit Dryed etc. N.O.S							23	23
73	Fruit etc. Fresh Frozen								
75	Coffee				59	43			102
77	Cabbage							30	30
79	Celery						517		517
81	Lettuce								
83	Onions, Dry								
85	Potatoes, Not Sweet							18	18
89	Veg. Fresh N.O.S. Unfrozen	22						20	42
91	Beans & Peas Dried	18			40	45	50		153
93	Vegetables Dry etc. N.O.S								
95	Vegetables, Fresh Frozen								
103	Malt, N.O.S	2,384	134		34	34	123	1,793	4,502
105	Flaxseed		24		39				63
107	Seeds, N.O.S				18			47	65
199	Agricultural Prod. N.O.S					340		767	1,107
203	Cattle, Calves One-Deck								
207	Sheep, Goats One-Deck	52							52
211	Swine, Single-Deck							22	22
213	Swine, Double-Deck								
215	Meats, Fresh, N.O.S	18			173	514	68	5,088	5,861
217	Meats, Cooked, Cured, etc				1,250	571	206	7,108	9,135
219	Packing Hse. Prod. Edible	290	355		7,675	6,669	1,535	35,778	52,302
221	Margarine, N.O.S							34	34
225	Poultry Dressed Frozen							87	87
227	Eggs							16	16
229	Butter				40	123	16	1,915	2,094
231	Cheese	60	17		1,166	75	69	1,447	2,834
233	Dairy Products, N.O.S					85		42	127
235	Wool-Mohair in Grease								
237	Wool & Mohair, N.O.S						47	35	82
239	Hides, Skins, Pelts, N.O.S		140		686	159	1,756	3,244	5,985
241	Leather, N.O.S							6	6
243	Sea Food, N.O.S								
245	Fish & Sea Animal Oil						24		24
299	Animals & Products, N.O.S	30	202		4,459	1,469	673	3,889	10,722
307	Coke					113	34		147
311	Aluminum Ore & Concentrates							22	22

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
317	Zinc Ore Concentrates. .								
319	Ores and Concentrates, N.O.S.	25		57			106		188
321	Barytes.								
323	Clay and Bentonite . . .				65		39		104
325	Sand, Industrial.				48	65		162	275
327	Gravel and Sand, N.O.S.				33			33	66
329	Stone-Rock, Broken, etc. .				12				12
333	Stone, Rough, N.O.S. . . .								
335	Stone, Finished, N.O.S . .								
339	Asphalt.			41				20	61
341	Salt	1,959					73	219	2,251
343	Phosphate Rock	29							29
345	Sulphur.						48		48
399	Products of Mines, N.O.S.		31		31		210	36	308
401	Logs, Butts and Bolts . .						1,717		1,717
403	Post-Pole-Piling Wood. .				7				7
409	Pulpwood				50				50
411	Lumber Shingles and Lath	208	244			57	17	101	627
413	Box, Cooperage Matter. .				52	22		56	130
415	Veneer and Built-up Wood								
499	Products of Forest, N.O.S.	51				24	38		113
503	Fuel-Rd.Pet.Residual Oils		42						42
505	Lubricating Oil - Grease	3,215	16,519	239	254	60	1,283	943	22,513

2553

[fol. 2553]

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							TOTAL TONS
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	
507	Petr. Prod. Refined N.O.S.	5,436	5,231	113	261	32		544	11,617
509	Gases,Not-Petrol,N.O.S				81		195	94	370
511	Cottonseed Oil	31						22	53
513	Linseed Oil					27		32	59
515	Soybean Oil	30			21,989	25,154	31	63,670	110,874
517	Vegetable-Nut Oils N.O.S				984	1,449		863	3,296
519	Oils, N.O.S.						19	260	279
521	Oil Foots Sediment Etc				37	25	59	27	148
523	Rubber-Crude-Nat-Synth	95			1,613	15	1,275	80	3,078
525	Rubber Goods,N.O.S	104	5		725	82			916
527	Chemicals,N.O.S	1,094	219	1,380	3,437	143	6,829	3,787	16,889
531	Acids,N.O.S.	95	108			28	1,428	116	1,775
533	Sodium-Soda-Products	395	27	854	1,642	104	12,631	594	16,247
535	Alcohol,N.O.S.			25			268		293
537	Blacks,N.O.S								-
539	Fertilizers,N.O.S.			1,417	80			16	1,513
541	Insecticides-Fungic. N.O.S.				63	45	2,813	669	3,590
543	Tar,Pitch,Creosote		204		39			24	267
545	Tanning Material N.O.S	104	276						380
547	Paint & Paint Material	17	226	795	711	25	135	6,930	8,839
549	Plastics		20	33	812		1,469	55	2,389
551	Cellulose Articles N.O.S	10						29	39
553	Drugs Toilet-Preps.Etc			139	92	71	1,674	721	2,697
555	Aluminum-Bar-Pig,Slab.				76		104	328	508
557	Aluminum,N.O.S					30	25		55
559	Copper Ingot-Matt-Pig.								-
561	Copper-Brass,Bronze, N.O.S.		1,361		163	184	162	24	1,894
563	Lead-Zinc,Bar-Pig,Etc.							37	37
565	Lead & Zinc,N.O.S.				20			217	237
567	Magnesium Metal,Alloy.							16	16
569	Alloys for Steel Manuf	38		513	209		26		786
571	Metals & Alloys N.O.S.			48				74	122
573	Iron,Pig	61			26				87
575	Iron-Steel Billet,Etc.		1,758		7,195				8,953
577	Iron-Steel,Rod-Bar-Slab.		996		231				1,227
579	Iron-Steel,N.O.S		74						74
581	Iron-Steel,Nails,Wire.	25	4,279		2,004	931	1,181	793	9,213
583	Manufact. Iron & Steel	6,178	178,241	1,227	140,776	23,312	3,876	7,851	361,461
585	Cast-Iron Pipe,Fittings.		75		151	40	32	121	419
587	Iron-Steel Pipe N.O.S.	50	5,731		19,749	293	249	2,163	28,235
589	Tanks,N.O.S.	168	145		1,093	136		105	1,647
591	Agric.Implements,N.O.S	12			467	2,026	1,196	7,595	11,296
593	Agric.Imp.Parts, N.O.S				41	118	69	342	570
595	Machinery-Machines,N.O.S	1,956	9,071		36,292	8,891	12,132	52,337	120,679
597	Machinery Parts	319	3,077		6,226	1,357	2,019	6,076	19,074
601	Office Machines,N.O.S.						461	123	584
603	RR Equip. on own wheels.		33		31			881	945
605	RR Equip. SU no wheels		939		250			80	1,269
607	RR Equipment Parts		10,434		489	174	118	2,678	13,893
609	RR Track Material-Iron		2,465		389	104		20	2,978
611	Vehicles,not motor	11	130		1,651	111	220	1,385	3,508
613	Automobiles, Passenger	6		6	1,132	3,102	45,107	1,157	50,510
615	Automobiles,Freight.		432		752	1,797	4,049	396	7,426
617	Vehicles,Motor,N.O.S	128	124		5,863	1,973	3,363	41,142	52,593
619	Military Vehicles,N.O.S.				525			268	793
621	Autos & Auto-Truck K.D		93		29,119	6,455	65,573	1,415	102,655
623	Vehicle Parts,N.O.S.	177	796		23,334	4,282	38,421	12,185	79,195
625	Aircraft & Parts		24		64		24	18	130
627	Tires & Tubes,Rubber	231	28	29	22,306	103	619	164	23,480
629	Guns Small-Arms,Parts.		102		118			68	288
631	Ammunition,Explosives.	67			1,061	52	53	968	2,201
633	Cement,Natural-Portland.				136	258	18	61	473
635	Cement,N.O.S	290			213	286		120	909
639	Brick,N.O.S.& Bldg.Tile.				692	25	47		764

1716 [fol. 2554]

2-54

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
641	Refractories	1,153	90		369			30	1,642
643	Artificial Stone,N.O.S				28				28
645	Lime, N.O.S.		105		341				446
647	Plaster,Stucco & Wall.				163				163
649	Sewer Pipe,not metal				25			15	40
651	Broken Brick,Glass,etc								
653	Woodpulp				17				17
655	Scrap Paper & Rags	49			692	92	3,168	2,145	6,146
657	Newsprint Paper.		127		58		52		237
659	Printing Paper,N.O.S		837		2,185	46	2,166	68	5,302
661	Wrapping Paper				373		120	34	527
663	Paper Bags				104				104
665	Paper,Paper-Items,N.O.S.	66			150	77	103	352	748
667	Printed Matter, N.O.S.				971				971
669	Paper-Pulp-Fibreboard.	341	35		987	168	84		1,615
671	Wallboard.	94					26		120
673	Bldg.-Paper Roof-Water	19	51		207	33	21	65	396
675	Insulating Matter, N.O.S	5			695	322	8	423	1,453
679	Bldg.-Materials,N.O.S.	15	23		92		93	36	259
681	Bldgs.-Houses,Fab.-Port.				514	22	28	40	604
683	Asbestos Articles,N.O.S.				15	5		15	35
685	Elect.Equip.-Parts,N.O.S	1,031	1,718		3,833	709	647	1,279	9,217
687	Furnaces,Heaters & etc	12			236	512	54	198	1,012
689	Bathroom Fixtures,Etc.				10	116	114	397	637
691	Hardware,N.O.S		25		67	18	76	22	208
693	Glass.		21		1,269	814	8		2,112
695	Glassware,N.O.S.	47	499	19	7,927	344	1,655	93	10,584
697	Glass Bottles,etc.,N.O.S	1,083	4,084	334	864	1,008	167	1,727	9,267
701	China & Earthenware.				30	35	30	138	233
703	Woodenware					19			19
705	Household Utensils,N.O.S		221	229		20		47	517
707	Refrigerators & Parts.		112		9,861	2,556	2,334	1,155	16,018
709	Laundry Equipment.	55			1,437	40	11	194	1,737
711	Stoves,Ranges & Parts.	118	12		2,176	141	181	654	3,282
713	Floor Covering				133		6		139
715	Furniture, N.O.S	210	80		453	265	385	1,512	2,905
717	Furniture Parts.				53		16	13	82
719	Tools & Parts,N O.S.				201	65	6	124	396
721	Abrasives,Not Crude.	168			57	209	165		599
723	Burlap Bagging etc.N.O.S					32			32
725	Bags,Burlap Etc.,N.O.S					18			18
727	Cotton Cloth,etc.,N.O.S.				60	10	11		81
729	Cotton Factory,Products.	705			8			16	729
731	Synthetic Fibre & Yarn								
733	Cloth & Fabrics N.O.S.				30				30
735	Rope,Cordage,etc.,N.O.S.							34	34
737	Boots,Shoes,etc.,N.O.S							58	58
739	Luggage & Handbags,N.O.S							69	69
741	Athletic Equip.Etc.N.O.S				12	45		23	80
743	Games & Toys							10	10
745	Liquors,Alcoholic,N.O.S.				15	23		537	575
747	Wine					18			18
749	Liquors,Malt				735	25	30	6,354	7,144
751	Beverages,N.O.S.							162	162
755	Syrup-Molasses Refined.				27	184		92	303
757	Molasses Residual.				12	261		138	411
759	Sugar.					165		201	366
761	Candy & Confectionery.	44			46	372		108	570
763	Food Prod.,N.O.S. Unfrozen	4,462	3,189		10,072	940	5,225	4,937	28,825
765	Food Prod.,N.O.S.Frozen.							25	25
767	Starch					1,100	38	526	1,664
769	Soap,Washing Compound.					67	1,252	126	1,445
771	Matches.				12				12
773	Feed, Animal-Poultry	842	107		4,644	2,118	3,612	9,565	20,888

[fol. 2555]

1717

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
777	Cigarettes		7						7
779	Containers, Metal.	74	540		394	266		154	1,428
781	Containers, Wooden					86		36	122
783	Containers, Fibreboard.				2,110		335	35	2,480
785	Containers, N.O.S.		23		521	128	238	288	1,198
787	Containers, Empty.							66	66
789	Scrap Iron & Steel	2,112	25		2,018	103	322		4,580
791	Iron-Steel Borings,etc	198			34	45	28		305
793	Furnace Slag							32	32
795	Waste-Remelting,N.O.S.		75		192	134	139	1,119	1,679
797	Waste Materials,N.O.S.	43			519	59	267	208	1,096
799	Manufacturers-Misc.N.O.S	1,720	213	34	7,845	1,137	1,057	1,846	13,852
950	Forwarder Traffic, C.L				7,755	540	5,025	13,243	26,563
960	GRAND TOTAL.	54,559	257,470	7,532	478,498	156,902	281,304	406,084	1,642,349

NET TONS OF EXPORT TRAFFIC HANDLED BY NEW YORK CENTRAL SYSTEM
DURING PERIOD AUGUST, 1955 TO JULY 1956, INCLUSIVE
VIA PORT OF ALBANY, N.Y.

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
1	Wheat		45		10,757	20,478	9,048	18,522	58,850
3	Corn	109			8,742	24,808	2,538	33,607	69,804
7	Oats				427	589	265	5,074	6,355
9	Barley & Rye				50			5,941	5,991
45	Soybean Oil Cake, Meal				50			30	80
47	Veg. Nut Oil Cake.								
61	Oranges and Grapefruit								
203	Cattle, Calves One-Deck.							12	12
215	Meats, Fresh, N.O.S.							7	7
229	Butter								
657	Newsprint Paper.								
783	Food Prod.N.O.S.Unfrozen							23	23
773	Feed,Animal-Poultry.								
950	Fowarder Traffic, C.L				23				23
960	GRAND TOTAL.	109	45		20,049	45,875	11,851	63,216	141,145

NET TONS OF EXPORT TRAFFIC HANDLED BY BOSTON & MAINE RAILROAD, NEW YORK CENTRAL SYSTEM AND
NEW YORK, NEW HAVEN & HARTFORD RAILROAD, DURING PERIOD AUGUST, 1955 TO JULY, 1956 INCLUSIVE
VIA PORT OF BOSTON, MASS.

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
1	Wheat		2,808		53,568	62,053	44,786	118,753	281,968
3	Corn				8,552	23,355	4,014	40,587	76,508
9	Barley & Rye								
13	Grain, N.O.S.					40			40
15	Flour,Wheat.					50			50
19	Flour,Edible,N.O.S				20				20
21	Cereal Food Prep.N.O.S								
35	Cotton Linter Noil,etc								
45	Soybean Oil Cake,Meal.					35			35
59	Lemon-Citrus Fruit,N.O.S								

1718
[fol. 2556]

BOSTON, MASS. - Continued

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							TOTAL TONS
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	
61	Oranges & Grapefruit								
75	Coffee								
85	Potatoes,Not Sweet								
87	Tomatoes								
107	Seeds,N.O.S.								
199	Agricultural Prod.N.O.S.								
215	Meats,Fresh,N.O.S.					7			7
217	Meats,Cooked,Cured etc								
219	Packing Hse.Prod.Edib.							126	126
229	Butter							18	18
239	Hides,Skins,Pelts,N.O.S.								
299	Animals & Products,N.O.S				15				15
323	Clay & Bentonite								
335	Stone,Finished,N.O.S.								
399	Products of Mines,N.O.S.								
411	Lumber Shingles & Lath								
499	Products of Forest								
507	Petr.Prod.Refined,N.O.S.								
519	Oils,N.O.S							19	19
527	Chemicals,N.O.S.								
529	Sulphuric Acid								
539	Fertilizers,N.O.S.								
551	Cellulose Articles,N.O.S								
553	Drugs,Toilet-Preps.etc								
567	Magnesium Metal,Alloy.								
583	Manufactured Iron & Steel.			204	340				544
585	Cast-Iron Pipe,Fitting		45						45
589	Tanks,N.O.S.								
595	Machinery-Machines,N.O.S					51	37		88
597	Machinery Parts.								
601	Office Machines,N.O.S.								
619	Military Vehicles,N.O.S.				243		122	37	402
623	Vehicle Parts,N.O.S.				796	550	35	21	1,402
625	Aircraft & Parts								
627	Tires & Tubes,Rubber						18		18
641	Refractories								
653	Woodpulp								
655	Scrap Paper & Rags								
657	Newsprint Paper.								
659	Printing Paper,N.O.S								
661	Wrapping Paper								
663	Paper Bags								
665	Paper,Paper-Items N.O.S.								
667	Printed Matter,N.O.S.								
669	Paper-Pulp-Fibreboard.						7	17	24
681	Bldgs.-Houses,Fab Port								
685	Elec.Equip. Parts,N.O.S.								
687	Furnaces,Heaters Etc								
703	Woodenware								
705	Household Utensils,N.O.S								
707	Refrigerators & Parts.								
709	Laundry Equipment.				11				11
715	Furniture, N.O.S								
721	Abrasives,Not crude.								
733	Cloth & Fabrics, N.O.S								
745	Liquors,Alcoholic,N.O.S								
747	Wine								
761	Candy & Confectionery.					20			20
763	Food Prod.N.O.S.Unfrozen		35						35
769	Soap, Washing Compound							19	19
773	Feed, Animal-Poultry				48				48
779	Containers, Metal.								

[fol. 2557]

1719

2557

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND:	MICH.	ILL.	TOTAL TONS
783	Containers, Fibreboard .								
787	Containers, Empty. . . .								
789	Scrap Iron & Steel . . .								
795	Waste-Remelting,N.O.S. .								
797	Waste Materials,N.O.S. .								
799	Manufacturers-Misc.N.O.S				40		32	238	310
960	GRAND TOTAL.		2,888	204	63,633	86,161	49,051	159,835	361,772

NET TONS OF EXPORT TRAFFIC HANDLED BY BOSTON & MAINE RAILROAD AND GRAND TRUNK RAILWAY SYSTEM
DURING PERIOD AUGUST, 1955 TO JULY, 1956, INCLUSIVE,
VIA PORT OF PORTLAND, MAINE

NO.	COMMODITY GROUP	FROM AFFECTED TERRITORY							
		N.Y.	PENNA.	W.VA.	OHIO	IND.	MICH.	ILL.	TOTAL TONS
1	Wheat.				5,486	18,806		11,113	35,405
3	Corn				695	4,534	112	16,127	21,468
7	Oats				496	551	2,006	2,784	5,837
13	Grain,N.O.S.				454	5,028			5,482
15	Flour,Wheat								
19	Flour,Edible,N.O.S . . .								
657	Newsprint Paper.								
789	Scrap Iron & Steel . . .								
960	GRAND TOTAL.				7,131	28,919	2,118	30,024	68,192

1558

1720
[fol. 2558]

EXPORT CARGOES UNLOADED, EXCEPT COAL AND COKE

[fol. 2559]

OTHER THAN GRAIN

YEAR	PORTLAND		BOSTON		ALBANY		NEW YORK		PHILADELPHIA		BALTIMORE		NEWPORT NEWS		TOTAL NORTH ATLANTIC PORTS		TOTAL SOUTH ATLANTIC AND GULF PORTS		TOTAL NORTH ATLANTIC AND SOUTH ATLANTIC AND GULF PORTS	
	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1945	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939
1939	1,994	-	7,679	-	-	-	127,020	-	16,447	-	23,322	-	24,949	-	203,432	-	171,410	-	374,842	-
1940	2,934	150	9,000	117	-	-	227,378	179	27,729	169	54,854	235	26,127	105	350,305	172	177,563	104	527,868	141
1941	3,392	170	11,922	155	-	-	293,343	231	35,124	214	42,351	182	21,814	87	414,433	492	162,785	95	577,218	154
1942	7,116	356	24,107	314	-	-	345,727	272	54,840	333	44,042	189	302	1	488,352	240	166,802	97	655,154	175
1943	4,914	246	53,137	692	-	-	430,368	339	88,661	539	63,893	274	865	3	672,425	331	199,501	116	871,926	233
1944	4,347	218	76,357	994	-	-	550,340	433	125,196	761	105,299	452	122,757	492	1,035,642	509	229,079	134	1,264,721	337
1945	2,990	150	58,751	765	-	-	437,559	345	80,757	491	77,948	334	103,639	416	707,092	387	274,616	160	1,061,708	283
1946	3,194	160	3,613	47	-	-	332,040	261	33,848	206	42,351	182	51,024	205	470,288	231	223,045	130	693,333	185
1947	3,349	168	4,052	53	-	-	343,040	270	41,377	252	57,802	248	41,722	167	497,855	245	315,477	184	813,332	217
1948	2,480	124	2,355	31	-	-	255,366	201	20,892	127	45,177	194	28,656	115	352,796	178	279,150	163	641,946	171
1949	521	26	1,994	26	-	-	221,007	174	17,835	108	39,776	171	22,914	92	305,375	150	201,086	117	506,451	135
1950	144	7	1,955	26	-	-	167,214	132	11,113	68	28,448	122	20,515	83	241,240	119	181,337	106	422,577	113
1951	-	-	3,306	43	-	-	224,555	177	18,585	113	32,463	139	41,706	167	329,356	162	227,513	133	556,869	149
1952	6	.3	2,411	31	-	-	214,338	169	18,208	111	30,117	129	41,944	168	324,510	160	206,136	120	530,646	142
1953	25	1	1,971	26	-	-	180,052	142	15,230	93	27,708	119	37,672	151	279,047	137	206,756	121	485,803	130
1954	750	38	6,088	79	-	-	166,172	131	22,082	134	31,956	137	36,563	147	268,906	132	215,299	126	484,205	129
1955	1,137	57	9,758	127	-	-	174,592	137	29,949	182	41,273	177	40,433	162	300,866	148	248,153	145	549,019	146
1956	1,234	62	10,673	139	-	-	184,543	145	23,857	145	40,380	173	37,539	150	303,149	149	289,087	169	592,236	158

[fol. 2560]

EXPORT CARLOADS UNLOADED, EXCEPT COAL AND COKE

GRAIN

YEARS 1939 thru 1956

YEAR	PORTLAND		BOSTON		ALBANY		NEW YORK		PHILADELPHIA		BALTIMORE		HAMPTON ROADS		TOTAL NORTH ATLANTIC PORTS		TOTAL SOUTH ATLANTIC AND GULF PORTS		TOTAL NORTH SOUTH AND GULF PORTS	
	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939	CARS	% OF 1939
1939	342	-	2,218	-	-	-	15,242	-	3,933	-	10,630	-	1,904	-	34,274	-	20,401	-	54,675	-
1940	1,575	460	2,701	122	-	-	5,855	38	5,930	151	10,170	96	829	44	27,060	79	4,570	22	31,630	58
1941	4,725	1381	4,191	189	-	-	14,385	94	5,724	145	14,340	135	1,115	59	44,486	130	1,520	7	46,006	84
1942	4,372	1278	1,600	72	-	-	9,893	64	2,057	52	9,707	91	-	-	27,429	80	1,024	5	28,453	52
1943	10,424	3047	5,261	237	-	-	15,621	102	9,139	232	11,215	106	-	-	51,660	151	1,451	7	53,111	97
1944	6,490	1897	2,002	90	-	-	7,703	51	7,341	186	12,833	121	-	-	36,369	106	2,611	13	38,980	71
1945	8,950	2619	6,462	291	2,270	-	21,419	141	26,423	671	43,339	408	2,284	120	111,157	324	56,221	276	167,388	306
1946	1,872	547	3,814	172	1,999	88	8,627	57	23,536	595	29,430	277	2,186	115	71,464	209	71,924	353	143,388	262
1947	412	120	5,222	235	9,009	397	13,155	86	27,376	695	39,103	368	2,776	146	97,055	283	116,234	570	213,289	390
1948	684	200	4,277	192	10,979	484	7,018	46	17,753	451	31,365	295	3,178	167	65,456	191	120,761	592	186,217	341
1949	1,393	407	4,859	220	5,877	259	19,540	128	25,114	638	51,730	487	3,990	210	112,513	328	125,250	614	237,763	435
1950	2,005	586	2,239	101	3,543	156	8,090	53	7,362	187	21,355	201	2,205	116	46,799	137	97,159	476	143,958	263
1951	3,455	1013	4,557	206	7,208	317	10,971	72	20,605	525	46,137	434	3,180	167	95,213	281	144,034	706	240,247	439
1952	3,092	904	4,352	195	8,380	369	4,211	28	14,841	377	39,595	372	5,163	271	79,635	232	126,721	621	206,356	377
1953	2,584	755	2,381	107	8,168	360	13,095	86	12,317	313	41,952	395	11,416	600	91,923	268	65,743	322	157,666	244
1954	1,975	577	1,207	54	4,578	202	7,221	47	13,975	355	37,107	350	14,608	767	80,751	236	41,761	205	122,512	224
1955	1,378	402	2,457	111	9,738	429	11,310	74	14,998	381	45,459	428	21,952	1153	107,292	313	88,716	435	196,008	358
1956	1,639	479	10,607	478	13,709	604	12,639	83	23,423	595	51,817	487	19,035	1000	132,869	388	107,471	527	240,340	440

SOURCE: PT REPORT 61, CAR SERVICE DIVISION, ASSOCIATION OF AMERICAN RAILROADS.

2560

[fol. 2581]

I&S 661
Witness: C. F. Hear
Exhibit_____(BM
Page 1 of 2

SUMMARY OF CARS OF ALL IMPORT CARLOAD TRAFFIC HANDLED BY THE BOSTON AND MAINE RAILROAD IN LINE HAUL SERVICE FROM BOSTON, MASS. AND PORTLAND, ME. DURING THE CALENDAR YEAR 1951 AND DURING THE PERIOD AUGUST 1, 1955 THROUGH JULY 31, 1956

1	2	3	4	5	6	7	8	9	10
		1951				1955 - 1956			
ORIGIN	COMMODITY	TO NON AFFECTED TERRITORY	TO AFFECTED TERRITORY	TOTAL	PERCENT TO AFFECTED TERRITORY	TO NON AFFECTED TERRITORY	TO AFFECTED TERRITORY	TOTAL	PERCENT TO AFFECTED TERRITORY
Boston, Mass.	Woodpulp	2609	34	2643	1.3	2561	28	2589	1.1
	All Other	2692	154	2846	5.4	2714	198	2912	6.8
	Total	5301	188	5489	3.4	5275	226	5501	4.1
Portland, Me.	Woodpulp	63	36	99	36.4	72	129	201	64.2
	Clay	177	1	178	0.6	186	35	221	15.9
	All Other	290	1	291	0.3	None	None	None	0.0
	Total	530	38	568	7.2	258	164	422	38.9

Explanation of Columns 3 to 10

Column 3 - Number of cars during calendar year 1951 to points not involved in this proceeding.
4 - Number of cars during calendar year 1951 to points involved in this proceeding where rates equalizing those from other ports have been suspended in I&S 6615.
5 - Total of Columns 3 and 4.
6 - Percent of cars to points involved in this proceeding to total export movement during calendar year 1951.
7 - Number of cars during period August 1, 1955 through July 31, 1956 to points not involved in this proceeding.
8 - Number of cars during period August 1, 1955 through July 31, 1956 to points involved in this proceeding where rates equalizing those from other ports have been suspended in I&S 6615.

2581

I&S 6615
Witness: C. F. Heard
Exhibit_____(BM1)
Page 2 of 2

Explanation of Columns 3 to 10 Continued

9 - Total of Columns 7 and 8.
10 - Percent of cars to points involved in this proceeding to total export movement during the period August 1, 1955 through July 31, 1956.

2582

[fol. 2583]

RATES ON IMPORT WOODPULP, FROM NORTH ATLANTIC PORTS TO
REPRESENTATIVE POINTS IN AFFECTED TERRITORY
(RATES ARE IN CENTS PER 100 POUNDS AND ARE SUBJECT TO EX PARTE 206)

I&S 6615
Witness: C. F. Heard
Exhibit_____(BM2)

FROM / TO	Norfolk, Va.		Baltimore, Md.		Philadelphia, Pa.		New York, N.Y.		Boston, Mass.		Portland, Me.		St. John, N.B.		Halifax, N.S.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Indiana																
Hartford City	743	64	614	64	680	65	756	67	879	S67 D66	951	S76 D64	1245	64	1542	64
Michigan																
Monroe	763	56	571	56	618	57	666	59	741	S59 D58	813	S71 D56	1073	56	1370	56
Pt.Huron	811	56	596	56	598	57	592	59	663	S59 D58	735	S71 D56	984	56	1278	56
Vicksburg	870	66	683	66	730	67	774	69	845	S70 D68	917	S75 D66	1166	66	1460	66
Ohio																
Chagrin Falls	636	64	444	52	490	53	562	55	652	56	724	S66 D52	1062	52	1340	52
Chillicothe	588	54	464	54	548	55	638	57	838	57	910	S75 D54	1248	54	1516	54
Columbus	632	54	479	54	545	55	621	57	790	57	862	S75 D54	1200	54	1478	54
Hamilton	656	63	560	63	644	64	724	66	891	S66 D65	963	S81 D63	1287	63	1579	63
Middletown	665	63	541	63	614	64	690	66	836	S66 D65	908	S81 D63	1232	63	1524	63

S - Via Standard Routes
D - Via Differential Routes

Authorities:
Agent Swenson's Tariff No. 20-C, ICC 362.
Agent Boin's Tariff No. 79-C, ICC A-942.
Agent Watson's Tariff No. 27-A, ICC No. 100.

Miles shown are Docket 28300 distances except from St. John, N.B. and Halifax, N.S., which are made by adding Docket 28300 miles from Vanceboro, Me., Detroit, Mich. or Port Huron, Mich., to short line miles in Canada to produce lowest total distances.

2583

[fol. 2584]

RATES ON IMPORT BALL OR CHINA CLAY IN CLOSED CARS FROM NORTH ATLANTIC PORTS TO REPRESENTATIVE POINTS IN AFFECTED TERRITORY.
(RATES ARE IN CENTS PER 100 POUNDS AND ARE SUBJECT TO EX PARTE 206)

I&S 6615
Witness: C.F. Heard
Exhibit_____(BM3)

FROM / TO	Norfolk, Va. Miles	Rate	Baltimore, Md Miles	Rate	Philadelphia, Pa Miles	Rate	New York, N.Y. Miles	Rate	Boston, Mass. Miles	Rate	Portland, Me. Miles	Rate	St. John, N.B. Miles	Rate	Halifax, N.S. Miles	Rate
Illinois																
Robinson	886	65	786	65	859	66	935	68	1069	S68 D67	1141	S68 D65	1427	65	1714	65
Indiana																
Evansville	846	66	787	66	871	67	951	70	1102	S70 D68	1174	S70 D66	1463	66	1760	66
Kokomo	778	58	649	58	715	59	840	63	915	S63 D61	987	S63 D58	1265	58	1562	58
Michigan																
Kalamazoo	870	58	683	58	730	59	774	63	845	S63 D61	917	S63 D58	1166	58	1460	58
Muskegon	945	58	753	58	800	59	803	63	874	S63 D61	946	S63 D58	1196	58	1490	58
Ohio																
Chillicothe	588	51	464	51	548	52	638	55	838	S55 D54	910	S55 D51	1248	51	1516	51
Dayton	665	52	541	52	614	54	690	56	836	S56 D55	908	S56 D52	1232	52	1524	52
Hamilton	656	54	560	54	644	55	724	57	891	S57 D56	963	S57 D54	1287	54	1579	54
Wisconsin																
Sheboygan	1052	61	884	61	914	63	908	65	979	S65 D64	1051	S65 D61	1300	61	1594	61

S- Via Standard Routes
D- Via Differential Routes

Authorities:
Agent Swenson's Tariff No. 26-F, ICC 591.
Agent Watson's Tariff No. 47-A, ICC 188.
Agent Boin's Tariff No. T/C 43-H, ICC A-1017.

Miles shown are Docket 28300 distances except from St. John, N.B. and Halifax, N.S. which are made by adding Docket 28300 miles from Vanceboro, Me., Detroit, Mich., or Port Huron, Mich. to short line miles in Canada to produce lowest total distance.

2584

I&S 6615
Witness: C. F.Heard
Exhibit____(BM4)

IMPORT 6TH CLASS RATES FROM NORTH ATLANTIC PORTS TO
REPRESENTATIVE POINTS IN AFFECTED TERRITORY
(RATES ARE IN CENTS PER 100 POUNDS AND ARE SUBJECT TO EX PARTE 206)

FROM	Norfolk, Va.		Baltimore Md.		Philadelphia, Pa.		New York, N.Y.		Boston, Mass.		Portland, Me.		St. John, N.B.		Halifax, N.S.	
TO	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Ohio																
Cincinnati	656	76	560	76	644	78	724	81	891	S81 D80	963	S101 D 76	1287	76	1579	76
Cleveland	636	81	444	68	490	70	562	72	652	72	724	S 88 D 68	1062	68	1340	68
Columbus	632	70	479	70	545	71	621	73	790	73	862	S 91 D 70	1200	70	1478	70
Toledo	740	76	548	76	595	78	668	81	759	S81 D80	831	S 92 D 75	1090	75	1387	75
Michigan																
Detroit	796	76	604	76	637	78	631	81	706	S81 D80	778	S 92 D 75	1033	75	1330	75
Indiana																
Indianapolis	766	86	650	86	723	87	799	89	934	S89 D88	1006	S104 D 86	1300	86	1597	86
Illinois																
Cairo	955	104	907	104	991	105	1071	107	1210	S107 D106	1282	S122 D104	1570	104	1867	104
Chicago	914	92	767	92	814	94	890	96	973	S 96 D 95	1045	S105 D 92	1299	92	1593	92
Missouri																
St. Louis	990	101	891	101	964	103	1040	105	1174	S105 D104	1246	S119 D101	1506	101	1803	101
Kentucky																
Louisville	727	88	670	88	754	89	834	91	1001	S 91 D 90	1073	S106 D 88	1387	88	1684	88

Authorities:

S- Via Standard Routes
D- Via Differential Routes

Agent Swenson's Tariff 20C, ICC 362
Agent Boin's Tariff 79C, ICC A942
Agent Watson's Tariff 27A, ICC 100
Agent Boin's Tariff 68A, ICC A-755
Agent Boin's Tariff 125A, ICC A-721
Agent Boin's Tariff 71-A, ICC A-744.

Miles shown are Docket 28300 distances except from St. John, N.B. and Halifax, N.S. which are made by adding Docket 28300 miles from Vanceboro, Me.,Detroit, Mich., or Port Huron, Mich. to short line miles in Canada to produce lowest total distance.

2585

Witness: C.F. Heard
Exhibit_____(BM5)

EXAMPLES OF ROUTES AND DISTANCES VIA WHICH RATES APPLY ON IMPORT WOODPULP SHOWN IN EXHIBIT_____(BM2)FROM PORTLAND, ME.,ST. JOHN,N.B., HALIFAX, N.S. AND BALTIMORE, MD.

FROM	PORTLAND, ME.			ST. JOHN,N.B.		HALIFAX,N.S.		BALTIMORE,MD	
ROUTE NOS.	1	2	3	4	5	6	7	8	9
TO	MILES	MILES	MILES	MILES	MILES	MILES	MILES	MILES	MILES
Chillicothe,Ohio	1112	--	1130	1311	--	1608	--	461	--
Columbus, Ohio	1103	1025	1121	1302	1224	1599	1521	495	524
Hamilton, Ohio	1070	1156	1088	1269	1355	1566	1652	571	655
Middletown, Ohio	1078	1129	1096	1277	1328	1574	1625	583	628
Vicksburg, Mich.	--	1163	--	--	1362	--	1512	--	734

Miles shown are actual route miles published in:
B&O I.C.C. 22392; CN C.T.C. E 4034; CP I.C.C. E 2509; DTSL I.C.C. 1345; MEC I.C.C. 4567; PHR I.C.C. 2950.

Route Nos.
1 - MEC-St. Johnsbury-CP-Detroit-DTSL-Toledo-B&O.
2 - MEC-St. Johnsbury-CP-Detroit-PHR.
3 - CN-Detroit-DTSL-TOLEDO-B&O.
4 - CP-Detroit-DTSL-Toledo-B&O.
5 - CP-Detroit-PHR.
6 - CN-Detroit-DTSL-Toledo-B&O.
7 - CN-Detroit or Grand Rapids, Mich.-PHR.
8 - B&O direct.
9 - PHR direct.

2586

[fol. 2587]

I&S 6615
Witness: C.F. Heard
Exhibit ____(BM6)
Page 1 of 5

SUMMARY OF ALL IMPORT CARLOAD TRAFFIC MOVING IN LINE HAUL SERVICE VIA THE BOSTON AND MAINE RAILROAD WHICH LEFT BOSTON, MASS. DURING THE PERIOD AUGUST 1, 1955 THROUGH JULY 31,1956

See Page 5 For Explanation of Columns

1	2	3	4	5	6	7	8	9	10	11
		TO NON AFFECTED TERRITORY			TO AFFECTED TERRITORY		TO ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Flour Edible, NOS	19	NE	172	5599						
		CAN	0	0						
		OTHER	1	33						
		TOTAL	173	5632	0	0	173	5632	3.1	3.1
Cotton & Linters	33-35	NE	9	166						
		CAN	16	290						
		OTHER	14	229						
		TOTAL	39	685	23	527	62	1212	1.1	0.7
Agricultural Products	199	NE	21	451						
		CAN	211	4050						
		OTHER	22	377						
		TOTAL	254	4878	26	676	280	5554	5.1	3.0
Wool	235-237	NE	82	1765						
		CAN	4	34						
		OTHER	26	372						
		TOTAL	112	2171	11	123	123	2294	2.2	1.3
Animals & Products	299	NE	430	12289						
		CAN	2	28						
		OTHER	4	79						
		TOTAL	436	12396	5	134	441	12530	8.0	6.9
Stone	333-335	NE	40	1603						
		CAN	0	0						
		OTHER	.2	15						
		TOTAL	42	1618	2	58	44	1676	0.8	0.9

2587

[fol. 2588]

I&S 6615
Witness: C.F. Heard
Exhibit (BM6)
Page 2 of 5

1	2	3	4	5	6	7	8	9	10	11
		TO NON AFFECTED TERRITORY			TO AFFECTED TERRITORY		TO ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Products of Mines	399	NE	69	2161						
		CAN	2	70						
		OTHER	0	0						
		TOTAL	71	2231	0	0	71	2231	1.3	1.2
Forest Products	411-15-99	NE	89	2176						
		CAN	20	523						
		OTHER	47	1261						
		TOTAL	156	3960	25	640	181	4600	3.3	2.5
Crude Rubber	523	NE	582	18855						
		CAN	0	0						
		OTHER	3	168						
		TOTAL	585	19023	24	787	609	19810	11.1	10.8
Fertilizer, NOS	539	NE	15	322						
		CAN	0	0						
		OTHER	9	171						
		TOTAL	24	493	4	45	28	538	0.5	0.3
Tanning Materials, NOS	545	NE	23	656						
		CAN	0	0						
		OTHER	28	985						
		TOTAL	51	1641	3	87	54	1728	1.0	0.9
Iron & Steel Articles	581-583	NE	83	3314						
		CAN	0	0						
		OTHER	8	262						
		TOTAL	91	3576	20	688	111	4264	2.0	2.3

2588

[fol. 2589]

I&S 6615
Witness: C.F. Heard
Exhibit (BM6)
Page 3 of 5

1	2	3	4	5	6	7	8	9	10	11
		TO NON AFFECTED TERRITORY			TO AFFECTED TERRITORY		TO ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Woodpulp	653	NE	2448	96971						
		CAN	1	30						
		OTHER	112	4010						
		TOTAL	2561	101011	28	1107	2589	102118	47.1	55.9
Newsprint Paper	657	NE	19	531						
		CAN	0	0						
		OTHER	7	205						
		TOTAL	26	736	0	0	26	736	0.5	0.4
Wrapping Paper	661	NE	25	718						
		CAN	0	0						
		OTHER	1	22						
		TOTAL	26	740	2	41	28	781	0.5	0.4
Food Products, NOS	763	NE	101	2939						
		CAN	45	1097						
		OTHER	0	0						
		TOTAL	146	4036	0	0	146	4036	2.7	2.2
Starch	767	NE	37	1202						
		CAN	0	0						
		OTHER	0	0						
		TOTAL	37	1202	0	0	37	1202	.7	.7
Waste materials, NOS	797	NE	232	5736						
		CAN	0	0						
		OTHER	6	124						
		TOTAL	238	5860	4	101	242	5961	4.4	3.3

2589

[fol. 2590]

I&S 6615
Witness: C.F. Heard
Exhibit_____(BM6)
Page 4 of 5

1	2	3	4	5	6	7	8	9	10	11
		TO NON AFFECTED TERRITORY			TO AFFECTED TERRITORY		TO ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
All Others		NE	151	3706						
		CAN	26	462						
		OTHER	30	429						
		TOTAL	207	4597	49	1179	256	5776	4.6	3.2
TOTAL		NE	4628	161160						
		CAN	327	6584						
		OTHER	320	8742						
		TOTAL	5275	176486	226	6193	5501	182679	100.0	100.0

2590

EXPLANATION OF COLUMNS

Column

1 – Commodity separations are based on Freight Commodity Statistics Classification 1954 Edition published by Association of American Railroads. Commodities totaling less than 25 cars have been grouped in "All Other".

2 – Freight Commodity Statistics Classification Code Number.

3) Non Affected Territory is territory not involved in this proceeding
4) – NE-New England
5) CAN-Canada
OTHER-All other Non Affected Territory

6) Affected Territory is territory involved in this proceeding to or
) – from which rates equalizing rates from or to other ports have been
7) suspended in I&S 6615.

8 – Total of Columns 4 and 6.

9 – Total of Columns 5 and 7.

10) – Percentage of totals of each separate commodity to the total of
11) all traffic.

25-91

I&S 6615
Witness: C. F. Heard
Exhibit_____(BM7)
Page 1 of 2

SUMMARY OF ALL IMPORT CARLOAD TRAFFIC MOVING IN LINE HAUL SERVICE VIA THE BOSTON AND MAINE RAILROAD WHICH LEFT PORTLAND, ME. DURING THE PERIOD AUGUST 1, 1955 THROUGH JULY 31, 1956

See Page 2 For Explanation of Columns

1	2	3	4	5	6	7	8	9	10	11
		TO NON AFFECTED TERRITORY			TO AFFECTED TERRITORY		TO ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Clay	323	NE	156	8134						
		CAN	0	0						
		OTHER	30	1399						
		TOTAL	186	9533	35	1808	221	11341	52.4	60.4
Woodpulp	653	NE	55	1936						
		CAN	0	0						
		OTHER	17	673						
		TOTAL	72	2609	129	4816	201	7425	47.6	39.6
TOTAL		NE	211	10070						
		CAN	0	0						
		OTHER	47	2072						
		TOTAL	258	12142	164	6624	422	18766	100.0	100.0

2592

2592

I&S 6615
Witness: C. F. Heard
Exhibit _____ (BM 1)
Page 2 of 2

EXPLANATION OF COLUMNS

Column

1 - Commodity separations are based on Freight Commodity Statistics Classification 1954 Edition published by Association of American Railroads. Commodities totaling less than 25 cars have been grouped in "All Other".

2 - Freight Commodity Statistics Classification Code Number.

3) Non Affected Territory is territory not involved in this proceeding
4) - NE-New England
5) CAN-Canada
OTHER-All other Non Affected Territory

6) Affected Territory is territory involved in this proceeding to or
) - from which rates equalizing rates from or to other ports have been
7) suspended in I&S 6615.

8 - Total of Columns 4 and 6.

9 - Total of Columns 5 and 7.

10) - Percentage of totals of each separate commodity to the total of
11) all traffic.

2593

I&S 6615
Witness: C. F. Heard
Exhibit_____(BM8)
Page 1 of 2

SUMMARY OF CARS OF ALL EXPORT TRAFFIC HANDLED BY THE BOSTON AND MAINE RAILROAD IN LINE HAUL SERVICE TO BOSTON, MASS. AND PORTLAND, ME. WHICH LEFT POINT OF ORIGIN DURING THE CALENDAR YEAR 1951 AND DURING THE PERIOD AUGUST 1, 1955 THROUGH JULY 31, 1956

1	2	3	4 (1951)	5	6	7 (1955-56)	8	9	10
DESTINATION	COMMODITY	FROM NON AFFECTED TERRITORY	FROM AFFECTED TERRITORY	TOTAL	PERCENT FROM AFFECTED TERRITORY	FROM NON AFFECTED TERRITORY	FROM AFFECTED TERRITORY	TOTAL	PERCENT FROM AFFECTED TERRITORY
Boston, Mass.	Grain	463	801	1264	63.4	637	3235	3872	83.5
	Scrap Iron	1	None	1	0.0	1670	None	1670	0.0
	All Other	1176	46	1222	3.8	1087	18	1105	1.6
	Total	1640	847	2487	34.0	3394	3253	6647	48.9
Portland, Me.	Grain	None	None	None	None	None	91	91	100.0
	Scrap Iron	None	None	None	None	131	None	131	0.0
	All Other	None	None	None	None	38	None	38	0.0
	Total	None	None	None	None	169	91	260	35.0

Explanation of Columns 3 to 10:

Column 3 - Number of cars during calendar year 1951 from points not involved in this proceeding.

4 - Number of cars during calendar year 1951 from points involved in this proceeding where rates equalizing those to other ports have been suspended in I&S 6615.

5 - Total of Columns 3 and 4.

6 - Percent of cars from points involved in this proceeding to total export movement during calendar year 1951.

7 - Number of cars during period August 1, 1955 through July 31, 1956 from points not involved in this proceeding.

2594

Explanation of Columns 3 to 10 (Continued)

Column 8 – Number of cars during period August 1, 1955 through July 31, 1956 from points involved in this proceeding, where rates equalizing those to other ports have been suspended in I&S 6615.

9 – Total of Columns 7 and 8.

10 – Percent of cars from points involved in this proceeding to total export movement during the period August 1, 1955 through July 31, 1956.

2595

[fol. 2596]

Witness: C. F. Heard
Exhibit (BMC)
Page 1 of 4

SUMMARY OF ALL EXPORT CARLOAD TRAFFIC MOVING IN LINE HAUL SERVICE VIA THE BOSTON AND MAINE RAILROAD TO BOSTON, MASS. WHICH LEFT ORIGIN DURING THE PERIOD AUGUST 1, 1955 THROUGH JULY 31, 1956

See Page 4 For Explanation of Columns

1	2	3	4	5	6	7	8	9	10	11
			FROM NON AFFECTED TERRITORY		FROM AFFECTED TERRITORY		FROM ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Wheat	1	NE	1	62						
		CAN	4	217						
		OTHER	602	33727						
		TOTAL	607	34006	2720	150862	3327	184868	50.0	60.3
Corn	3	NE	0	0						
		CAN	0	0						
		OTHER	34	1849						
		TOTAL	34	1849	515	27975	549	29824	8.2	9.7
Fruits	59-61	NE	0	0						
		CAN	0	0						
		OTHER	30	663						
		TOTAL	30	663	0	0	30	663	.5	.2
Cellulose Articles	551	NE	25	300						
		CAN	0	0						
		OTHER	0	0						
		TOTAL	25	300	0	0	25	300	.4	.1
Machinery & Parts	595-597	NE	113	2570						
		CAN	0	0						
		OTHER	8	117						
		TOTAL	121	2687	2	37	123	2724	1.9	.9

1	2	3	4	5	6	7	8	9	10	11
		FROM NON AFFECTED TERRITORY			FROM AFFECTED TERRITORY		FROM ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Woodpulp	653	NE	93	3678						
		CAN	1	32						
		OTHER	0	0						
		TOTAL	94	3710	0	0	94	3710	1.4	1.2
Newsprint Paper	657	NE	310	8447						
		CAN	0	0						
		OTHER	1	14						
		TOTAL	311	8461	0	0	311	8461	4.7	2.8
Printing & Wrapping Paper	659-661	NE	124	3642						
		CAN	0	0						
		OTHER	0	0						
		TOTAL	124	3642	0	0	124	3642	1.9	1.2
Paper & Paper Articles	665	NE	32	578						
		CAN	0	0						
		OTHER	1	25						
		TOTAL	33	603	0	0	33	603	.5	.2
Pulpboard	669	NE	86	2998						
		CAN	0	0						
		OTHER	3	54						
		TOTAL	89	3052	0	0	89	3052	1.3	1.0
Food Products, NOS	763	NE	121	3514						
		CAN	0	0						
		OTHER	17	575						
		TOTAL	138	4089	0	0	138	4089	2.1	1.3

1	2	3	4	5	6	7	8	9	10	11
		FROM NON AFFECTED TERRITORY			FROM AFFECTED TERRITORY		FROM ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Scrap Iron	789	NE	1670	61244						
		CAN	0	0						
		OTHER	0	0						
		TOTAL	1670	61244	0	0	1670	61244	25.1	20.0
All Other		NE	88	2479						
		CAN	5	117						
		OTHER	25	533						
		TOTAL	118	3129	16	378	134	3507	2.0	1.1
TOTAL		NE	2663	89512						
		CAN	10	306						
		OTHER	721	37557						
		TOTAL	3394	127435	3253	179252	6647	306687	100.0	100.0

2598

I&S 6615
Witness: C. F. Hea
Exhibit _____ (BM 9)
Page 4 of 4

EXPLANATION OF COLUMNS

Column

1 - Commodity separations are based on Freight Commodity Statistics Classification 1954 Edition published by Association of American Railroads. Commodities totaling less than 25 cars have been grouped in "All Other".

2 - Freight Commodity Statistics Classification Code Number.

3) Non Affected Territory is territory not involved in this proceeding
4) - NE-New England
5) CAN-Canada
OTHER-All other Non Affected Territory

6) Affected Territory is territory involved in this proceeding to or
) - from which rates equalizing rates from or to other ports have been
7) suspended in I&S 6615.

8 - Total of Columns 4 and 6.

9 - Total of Columns 5 and 7.

10) - Percentage of totals of each separate commodity to the total of
11) all traffic.

2599

Witness: C. F. Heard
Exhibit (BM10)
Page 1 of 2

SUMMARY OF ALL EXPORT CARLOAD TRAFFIC MOVING IN LINE HAUL SERVICE VIA THE BOSTON AND MAINE RAILROAD TO PORTLAND, ME. WHICH LEFT ORIGIN DURING THE PERIOD AUGUST 1, 1955 THROUGH JULY 31, 1956

See Page 2 For Explanation of Columns

1	2	3	4	5	6	7	8	9	10	11
			FROM NON AFFECTED TERRITORY		FROM AFFECTED TERRITORY		FROM ALL TERRITORY		PERCENT OF TOTAL	
COMMODITY	COMMODITY CODE	AREA	CARS	TONS	CARS	TONS	CARS	TONS	CARS	TONS
Grain, NOS	13	NE								
		CAN								
		OTHER								
		TOTAL	0	0	91	5482	91	5482	35.0	44.4
Flour	15-19	NE	3	117						
		CAN	14	576						
		OTHER	14	597						
		TOTAL	31	1290	0	0	31	1290	11.9	10.5
Newsprint Paper	657	NE	6	177						
		CAN	1	30						
		OTHER	0	0						
		TOTAL	7	207	0	0	7	207	2.7	1.7
Scrap Iron	789	NE	131	5358						
		CAN	0	0						
		OTHER	0	0						
		TOTAL	131	5358	0	0	131	5358	50.4	43.4
TOTAL		NE	140	5652						
		CAN	15	606						
		OTHER	14	597						
		TOTAL	169	6855	91	5482	260	12337	100.0	100.0

2600

EXPLANATION OF COLUMNS

Column

1 - Commodity separations are based on Freight Commodity Statistics Classification 1954 Edition published by Association of American Railroads. Commodities totaling less than 25 cars have been grouped in "All Other".

2 - Freight Commodity Statistics Classification Code Number.

3) Non Affected Territory is territory not involved in this proceeding
4) - NE-New England
5) CAN-Canada
OTHER-All other Non Affected Territory

6) Affected Territory is territory involved in this proceeding to or
) - from which rates equalizing rates from or to other ports have been
7) suspended in I&S 6615.

8 - Total of Columns 4 and 6.

9 - Total of Columns 5 and 7.

10) - Percentage of totals of each separate commodity to the total of
11) all traffic.

1401

Exhibit No. 1
Docket No. I&S 6615
Witness: G. W. Flanigan

Sheet 1

PORT OF NEW YORK - IMPORT

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Flour, Edible, N.O.S.	--	13
Tobacco, Unmanufactured	--	8
Cotton in Bales	--	4
Cotton Linter Noil Etc.	--	22
Fruit Fresh N.O.S. Unfrozen	--	2
Coffee	--	329
Beans and Peas Dried	--	3
Seeds, N.O.S.	--	4
Agricultural Products, N.O.S.	--	765
Meats Cooked Cured Etc.	--	5
Cheese	--	1
Wool Mohair in Grease	--	399
Wool and Mohair, N.O.S.	--	24
Hides Skins Pelts N.O.S.	--	12
Fish and Sea Animal Oil	--	1
Animals and Products, N.O.S.	--	52
Ores and Concentrates, N.O.S.	--	19
Stone, Rough, N.O.S.	5	20
Stone, Finished, N.O.S.	1	3
Phosphate Rock	--	4
Sulphur	--	10
Products of Mines, N.O.S.	--	26
Posts - Pole - Piling Wood	--	2
Lumber Shingles and Lath	--	1
Veneer and Built Up Wood	--	7
Products of Forest, N.O.S.	--	45
Lubricating Oil - Grease	--	2
Rubber Crude Natural Synthetic	--	185
Chemicals, N.O.S.	--	10
Acids, N.O.S.	--	1
Fertilizers, N.O.S.	--	3
Tanning Material, N.O.S.	--	15
Paint and Paint Material	--	1
Plastics	--	7
Cellulose Articles, N.O.S.	--	1
Drugs Toilet-Preps.Etc.	--	1
Copper Ingot-Matte-Pig	10	643
Copper-Brass-Bronze N.O.S.	--	14
Lead-Zinc-Bar-Pig-Etc.	--	370

Exhibit No. 1
Docket No. I&S 6615

Lumber Shingles and Lath	--	1
Veneer and Built Up Wood	--	7
Products of Forest, N.O.S.	--	45
Lubricating Oil - Grease	--	2
Rubber Crude Natural Synthetic	--	185
Chemicals, N.O.S.	--	10
Acids, N.O.S.	--	1
Fertilizers, N.O.S.	--	3
Tanning Material, N.O.S.	--	15
Paint and Paint Material	--	1
Plastics	--	7
Cellulose Articles, N.O.S.	--	1
Drugs Toilet-Preps.Etc.	--	1
Copper Ingot-Matte-Pig	10	643
Copper-Brass-Bronze N.O.S.	--	14
Lead-Zinc-Bar-Pig-Etc.	--	370
Lead and Zinc, N.O.S.	--	11
Iron-Steel Bar, Slab	--	32
Iron-Steel Nails Wire	--	3
Manufactured Iron and Steel	--	169
Cast Iron Pipe, Fitting	--	5
Iron-Steel Pipe, N.O.S.	--	22
Tanks, N.O.S.	--	4
Machinery-Machines, N.O.S.	--	23
Machinery Parts	--	4
Office Machines, N.O.S.	--	1
Automobiles, Freight	--	11
Vehicles, Motor, N.O.S.	--	16
Autos and Auto-Trucks KD	--	1
Aircraft and Parts	--	1
Brick N.O.S. and Bldg.Tile	--	1
Wood Pulp	--	4
Scrap Paper and Rags	--	46
Newsprint Paper	--	26
Paper Bags	--	1
Paper, Paper - Items, N.O.S.	--	1

2628

[fol. 2628]

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Paper - Pulp - Pulpboard	--	12
Wallboard	--	5
Bldg.Woodwork - Millwork	--	4
Electric Equip.Parts, N.O.S.	--	22
Hardware, N.O.S.	--	9
Glass Bottles Etc.,N.O.S.	--	1
China and Earthenware	--	18
Woodenware	--	8
Household Utensils, N.O.S.	--	1
Floor Covering	--	9
Furniture, N.O.S.	--	3
Abrasives, Not Crude	--	13
Bagging Burlap Etc., N.O.S.	--	4
Cotton Cloth Etc., N.O.S.	--	9
Cotton Factory Products	--	9
Synthetic Fibre and Yarn	--	23
Cloth and Fabrics, N.O.S.	--	1
Rope, Cordage, Etc., N.O.S.	--	17
Boots, Shoes, Etc., N.O.S.	--	2
Luggage and Handbags, N.O.S.	--	3
Games and Toys	--	28
Liquors, Alcoholic, N.O.S.	--	5
Syrup Molasses Refined	--	3
Sugar	--	89
Candy and Confectionery	--	2
Food Products N.O.S. Unfrozen	--	77
Feed, Animal - Poultry	--	6
Containers, N.O.S.	--	3
Scrap Iron and Steel	--	26
Waste - Remelting, N.O.S.	--	23
Waste Materials, N.O.S.	--	158
Manufactures-Misc., N.O.S.	--	111
Total	16	4,121

2629

PORT OF NEW YORK - EXPORT

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Wheat	--	2
Grain, N.O.S.	--	6
Flour, Wheat	--	55
Flour, Edible, N.O.S.	--	2
Cereal Food Prep., N.O.S.	--	7
Hay	--	3
Cotton in Bales	--	1
Cotton Linters, Noil, Etc.	--	3
Veg. Nut Oil Cake, N.O.S.	--	25
Apples Fresh Unfrozen	--	1
Potatoes, Not Sweet	--	166
Veg. Fresh N.O.S. Unfrozen	--	1
Meats, Fresh, N.O.S.	--	39
Meats, Cooked Cured, Etc.	--	79
Packing House Prod. Edib.	--	14
Cheese	--	5
Hides Skins Pelts, N.O.S.	--	3
Sea Food, N.O.S.	--	2
Animals and Products, N.O.S.	--	1
Stone, Rough, N.O.S.	--	3
Stone, Finished, N.O.S.	--	1
Products of Mines, N.O.S.	--	4
Logs, Butts and Bolts	--	1
Lumber Shingles and Lath	--	1
Box, Cooperage Materials	--	1
Products of Forest, N.O.S.	--	26
Rubber, Crude, Natural, Synthetic	--	11
Rubber Goods, N.O.S.	--	3
Chemicals, N.O.S.	--	2
Acids, N.O.S.	--	1
Insecticide-Fungic, N.O.S.	--	3
Plastics	--	3
Aluminum, Bar - Pig - Slab	--	3
Aluminum, N.O.S.	--	1
Copper - Brass - Bronze, N.O.S.	--	40
Iron - Steel Billet, Etc.	--	13
Iron - Steel Bar-RD-Slab	--	14
Iron - Steel Nails Wire	--	20
Manufactured Iron and Steel	--	89
Cast Iron Pipe, Fitting	--	1
Iron - Steel Pipe, N.O.S.	--	10
Tanks, N.O.S.	--	4
Agricultural Implements, N.O.S.	--	16
Agric. Imp. Parts, N.O.S.	--	4
Machinery - Machines, N.O.S.	1	376
Machinery Parts	--	20

[fol. 2630

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Wheat	--	2
Grain, N.O.S.	--	6
Flour, Wheat	--	55
Flour, Edible, N.O.S.	--	2
Cereal Food Prep., N.O.S.	--	7
Chemicals, N.O.S.	--	3
Acids, N.O.S.	--	2
Insecticide-Fungic, N.O.S.	--	1
Plastics	--	3
Aluminum, Bar - Pig - Slab	--	3
Aluminum, N.O.S.	--	3
Copper - Brass - Bronze, N.O.S.	--	1
Iron - Steel Billet, Etc.	--	40
Iron - Steel Bar-RD-Slab	--	13
Iron - Steel Nails Wire	--	14
Manufactured Iron and Steel	--	20
Cast Iron Pipe, Fitting	--	89
Iron - Steel Pipe, N.O.S.	--	1
Tanks, N.O.S.	--	10
Agricultural Implements, N.O.S.	--	4
Agric. Imp. Parts, N.O.S.	--	16
Machinery - Machines, N.O.S.	1	4
Machinery Parts	--	376
R.R. Equipment Parts	--	20
R.R. Track Material - Iron	--	2
Vehicles, Not Motor	--	2
Automobiles, Passenger	--	1
Automobiles, Freight	--	1
Vehicles, Motor, N.O.S.	--	1
Autos and Auto-Trucks KD	--	2
Vehicle Parts, N.O.S.	--	2
Aircraft and Parts	--	5
Tires and Tubes, Rubber	--	2
Guns Small - Arms, Parts	--	7
Ammunition, Explosives	--	2
Cement, N.O.S.	--	15
Brick N.O.S. and Bldg. Tile	--	2
Refractories	--	1
Woodpulp	--	15
Scrap Paper and Bags	--	3
Newsprint Paper	--	42
Printing Paper, N.O.S.	--	762
	--	182

2630

[fol. 2630]

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Wrapping Paper	--	13
Paper Bags	--	5
Paper, Paper Items, N.O.S.	--	197
Paper, Pulp, Fibreboard	--	30
Bldg. Paper Roof Material	--	3
Bldg. Materials, N.O.S.	--	2
Bldgs. - Houses Fab. - Port.	--	4
Elect.Equip.Parts, N.O.S.	--	18
Bathroom Fixtures, Etc.	--	1
Hardware, N.O.S.	--	5
Glassware, N.O.S.	--	10
Glass Bottles, Etc., N.O.S.	--	5
Household Utensils, N.O.S.	--	1
Stoves, Ranges and Parts	--	51
Floor Covering	--	8
Furniture, N.O.S.	--	78
Abrasives, Not Crude	2	--
Bagging, Burlap, Etc., N.O.S.	--	3
Bags, Burlap, Etc., N.O.S.	--	4
Cloth and Frbrics, N.O.S.	--	1
Rope, Cordage, Etc., N.O.S.	--	3
Liquors, Alcoholic, N.O.S.	--	7
Food Products, N.O.S. Unfrozen	--	33
Soap, Washing Compound	--	2
Feed, Animal - Poultry	1	9
Containers, Metal	--	15
Containers, Fibreboard	--	10
Containers, N.O.S.	--	31
Containers, Empty	--	1
Scrap Iron and Steel	--	1
Furnace Slag	--	1
Waste - Remelting, N.O.S.	--	2
Waste Materials, N.O.S.	--	21
Manufactures - Misc., N.O.S.	--	76
Food Products, N.O.S. Unfrozen	--	3
Feed, Animal - Poultry	22	2
Total	26	2,785

[fol. 2631]

16-31

PORT OF BOSTON - IMPORT

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Flour, Edible, N.O.S.	--	24
Cottin Bales	11	23
Cotton Linter Noil, Etc.	44	125
Fruit Dried, Etc.	--	1
Coffee	16	4
Cabbage	1	--
Tomatoes	--	3
Agricultural Prods., N.O.S.	22	1,054
Meats, Fresh, N.O.S.	--	2
Meats Cooked Cured, Etc.	3	5
Cheese	--	2
Wool, Mohair in Grease	16	85
Wool and Mohair, N.O.S.	3	33
Hides Pelts Skins, N.O.S.	3	2
Sea Foods, N.O.S.	--	1
Animals and Products, N.O.S.	--	19
Ores and Concentrate, N.O.S.	--	6
Stone, Rock, Broken, Etc.	--	1
Stone, Rough, N.O.S.	8	24
Stone, Finished, N.O.S.	1	7
Products of Mines, N.O.S.	1	2
Veneer and Built Up Wood	--	3
Products of Forest	--	16
Rubber - Crude, Natural, Synthetic	111	155
Chemicals, N.O.S.	--	5
Acids, N.O.S.	1	2
Fertilizers, N.O.S.	17	85
Tanning Material, N.O.S.	2	52
Lead, Zinc, Bar, Pig, Etc.	--	2
Metals and Alloys, N.O.S.	1	--
Iron, Steel, Nails, Wire	1	7
Manufactured Iron and Steel	--	42
Agricultural Implements, N.O.S.	2	--
Machinery - Machines, N.O.S.	1	5
Military Vehicles, N.O.S.	1	--
Vehicle Parts, N.O.S.	6	--
Woodpulp	--	2
Scrap Paper and Rags	7	27
Newsprint Paper	--	1
Paper, Paper Items, N.O.S.	--	3
Printed Matter, N.O.S.	2	--
Hardware, N.O.S.	--	3
Glass	--	1
Glass Bottles, Etc.	1	--
China and Earthenware		

[fol. 2(

Rubber - Crude, Natural, Synthetic	111	155
Chemicals, N.O.S.	--	5
Acids, N.O.S.	1	2
Fertilizers, N.O.S.	17	85
Tanning Material, N.O.S.	2	52
Lead, Zinc, Bar, Pig, Etc.	--	2
Metals and Alloys, N.O.S.	1	--
Iron, Steel, Nails, Wire	1	7
Manufactured Iron and Steel	--	42
Agricultural Implements, N.O.S.	2	--
Machinery - Machines, N.O.S.	1	5
Military Vehicles, N.O.S.	1	--
Vehicle Parts, N.O.S.	6	--
Woodpulp	--	2
Scrap Paper and Rags	7	27
Newsprint Paper	--	1
Paper, Paper Items, N.O.S.	--	3
Printed Matter, N.O.S.	2	--
Hardware, N.O.S.	--	3
Glass	--	1
Glass Bottles, Etc.	1	--
China and Earthenware	--	1
Floor Covering	--	3
Furniture, N.O.S.	--	1
Bagging, Burlap, Etc., N.O.S.	7	8
Cotton Factory Product	6	1
Games and Toys	--	27
Liquors, Alcoholic, N.O.S.	--	5
Sugar	1	8
Food Products, N.O.S. Unfrozen	7	136
Starch	--	2
Containers, N.O.S.	--	2
Scrap Iron and Steel	--	2
Iron, Steel Borings, Etc.	--	1
Waste, Remelting, Etc.	--	1
Waste Materials, N.O.S.	8	30
Manufactures - Misc., N.O.S.	9	22
Total	320	2,084

2632

[fol. 2632]

PORT OF BOSTON - EXPORT

Commodity	Affected Territory No. of Cars	Unaffected Territory No. of Cars
Cereal Food Pres. N.O.S.	--	26
Cotton Linter Noil, Etc.	--	1
Coffee	--	1
Tomatoes	--	38
Clay and Bentonite	--	1
Products of Mines, N.O.S.	--	11
Cellulose Articles, N.O.S.	--	9
Drugs, Toilet Preps., Etc.	--	5
Machinery - Machines, N.O.S.	--	66
Machinery Parts	--	2
Office Machines, N.O.S.	--	1
Vehicle Parts, N.O.S.	--	1
Aircraft and Parts	--	2
Refractories	--	1
Newsprint Paper	--	126
Printing Paper, N.O.S.	--	3
Wrapping Paper	--	1
Paper, Paper Items, N.O.S.	--	1
Paper, Pulp - Fibreboard	--	1
Furniture, N.O.S.	--	18
Abrasives, Not Crude	--	7
Cloth and Fabrics, N.O.S.	--	1
Liquors, Alcoholic, N.O.S.	--	1
Wine	--	5
Food Products, N.O.S. Unfrozen	--	1
Scrap Iron and Steel	--	1,458
Waste - Remelting, N.O.S.	--	2
Manufactures - Misc., N.O.S.	23	4
Machinery - Machines, N.O.S.	3	50
Office Machines, N.O.S.	--	1
Vehicle Parts, N.O.S.	37	16
Paper - Pulp - Fibreboard	3	--
Household Utensils, N.O.S.	--	1
Food Products, N.O.S. Unfrozen	--	2
Soap, Washing Compound	1	--
Manufactures - Misc., N.O.S.	1	6
Total	68	1,867

[fol. 2633]

2633

[fol. 2634]

Exhibit No. 2 - Sheet 1
Docket No. I&S 6615
Witness: G. W. Flanigan

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY - STATISTICS[1]

Year	Tons of Revenue Freight	Index	Freight Revenue Acct. 101	Index	Net Income
1934	17,982,089	100%	$39,400,842	100%	$ 5,532,114*
1935	18,054,889	100	40,834,001	104	3,560,469*
1936	19,857,705	110	44,880,649	114	3,580,044*
1937	20,202,176	112	45,150,055	115	7,713,451*
1938	16,544,761	92	38,809,938	99	11,623,193*
1939	19,937,241	111	47,525,678	121	2,914,114*
1940	21,336,909	119	50,512,702	128	2,603,175*
1941	27,516,111	153	67,409,034	171	6,012,373
1942	35,958,234	200	88,609,804	225	19,912,114
1943	38,469,042	214	94,195,623	239	22,901,437
1944	36,894,779	205	92,738,207	235	14,071,121
1945	32,659,875	182	82,985,889	211	3,596,689**
1946	29,627,041	165	76,811,081	195	6,365,788*
1947	28,493,383	158	84,575,535	215	2,190,260
1948	28,030,530	156	98,090,981	249	5,799,596
1949	21,978,664	122	80,859,864	205	2,774,888
1950	24,235,083	135	88,739,189	225	7,467,299
1951	24,777,339	138	91,990,299	233	4,930,718
1952	23,611,077	131	93,529,505	237	7,044,599
1953	23,422,319	130	94,897,369	241	6,060,348
1954	20,886,239	116	82,522,372	209	9,090,635
1955	22,723,284	126	89,368,254	227	4,246,534
1956	23,809,821	132	91,715,435	233	261,704

BALTIMORE AND OHIO RAILROAD COMPANY - STATISTICS[2]

Year	Tons of Revenue Freight	Index	Freight Revenue Acct. 101	Index	Net Income
1934	64,360,506	100%	$116,298,463	100%	$ 3,825,752*
1935	65,945,938	102	122,787,627	106	3,180,909*
1936	81,367,075	126	147,816,918	127	4,538,975
1937	85,099,147	132	147,212,330	127	720,695*
1938	61,141,393	95	115,426,378	99	13,124,530*
1939	74,571,712	116	140,455,928	121	1,622,207*
1940	86,048,712	134	158,106,838	136	5,549,497
1941	105,512,827	164	201,782,937	174	21,091,883
1942	125,950,503	196	264,566,740	227	16,997,765
1943	140,236,021	218	299,636,856	258	11,357,783
1944	147,314,981	229	315,418,567	271	12,857,504
1945	137,455,955	214	293,496,099	252	8,660,319
1946	119,501,385	186	251,997,489	217	2,648,708
1947	132,037,894	205	313,964,755	270	5,612,798
1948	127,237,127	198	353,289,853	304	12,575,781
1949	103,788,996	161	313,560,900	270	4,244,671
1950	115,766,122	180	353,483,483	304	8,818,634
1951	127,674,977	198	395,645,719	340	11,420,692
1952	116,576,567	181	388,279,872	334	15,488,065
1953	119,140,313	185	407,948,045	351	15,406,032
1954	97,550,531	152	330,851,896	284	14,528,789
1955	115,289,980	179	383,955,428	330	23,918,782
1956	124,444,028	193	416,477,973	358	30,038,261

* Deficit.

** Distorted because of amortization of defense facilities.

1 Source: Facts and Figures - New Haven Railroad - Annual Reports.

2 Source: Statistics of Railways in the United States (1934-1953)
Transport Statistics in the United States (1954-1955)
Annual Reports (1956)

1634

Exhibit No. 2 - Sheet 2

THE PENNSYLVANIA RAILROAD COMPANY - STATISTICS[1]

Year	Tons of Revenue Freight	Index	Freight Revenue Acct. 101	Index	Net Income
1934	123,345,009	100%	$251,229,985	100%	$18,815,693
1935	129,941,499	105	272,047,435	108	23,849,798
1936	163,108,774	132	333,350,239	133	38,742,092
1937	172,172,912	140	341,507,648	136	27,278,638
1938	119,465,445	97	259,257,751	103	11,046,100
1939	148,794,877	121	320,960,493	128	32,032,525
1940	173,966,199	141	363,510,306	145	46,238,250
1941	219,629,231	178	477,008,587	190	52,383,958
1942	255,747,101	207	608,598,902	242	101,468,793
1943	267,030,568	216	658,767,266	262	85,418,484
1944	275,205,439	223	674,395,308	268	64,720,431
1945	255,603,144	207	603,561,529	240	49,008,238
1946	234,208,637	190	551,296,168	219	8,530,317*
1947	255,824,853	207	665,657,125	265	7,285,125
1948	245,078,206	199	752,967,854	300	34,429,934
1949	184,203,112	149	619,091,079	246	12,474,627
1950	206,772,302	168	685,832,860	273	38,420,677
1951	224,708,547	182	783,634,611	312	26,697,717
1952	201,947,562	164	767,358,561	305	36,981,364
1953	205,885,177	167	787,464,550	313	37,036,215
1954	169,179,204	137	628,135,316	250	18,552,235
1955	201,147,430	163	718,492,327	286	41,183,533
1956	211,200,387	171	766,907,836	305	41,545,435

WESTERN MARYLAND RAILWAY COMPANY - STATISTICS[2]

Year	Tons of Revenue Freight	Index	Freight Revenue Acct. 101	Index	Net Income
1934	13,892,808	100%	$13,408,910	100%	$ 995,256
1935	14,406,323	104	14,270,367	106	1,002,657
1936	15,772,869	114	15,794,012	118	1,710,113
1937	17,371,993	125	17,069,348	127	1,803,137
1938	12,779,954	92	13,072,166	97	455,461
1939	15,402,678	111	15,940,384	119	1,562,101
1940	17,935,404	129	18,403,567	137	2,100,734
1941	22,495,787	162	21,934,444	164	2,554,354
1942	32,664,513	235	29,432,952	220	4,162,230
1943	35,254,082	254	33,326,080	249	4,509,440
1944	34,810,754	251	35,305,154	263	4,120,860
1945	32,948,163	237	32,653,480	244	4,239,834
1946	29,158,237	210	30,401,349	227	2,029,196
1947	32,992,195	237	40,151,972	299	5,431,157
1948	30,851,928	222	43,181,422	322	6,104,077
1949	23,949,361	172	37,043,992	276	4,044,777
1950	27,186,759	196	40,064,594	299	5,368,368
1951	28,989,350	209	45,377,072	338	5,537,026
1952	26,841,379	193	44,898,615	335	5,750,070
1953	26,468,611	191	47,916,081	357	7,674,025
1954	22,197,348	160	38,842,441	290	7,225,463
1955	26,265,187	189	44,623,430	333	8,224,636
1956	30,168,178	217	49,180,663	367	8,241,408

* Deficit

[1] and [2] Source: Statistics of Railways in the United States (1934-1953)
Transport Statistics in the United States (1954-1955)
Annual Reports (1956)

2635

Exhibit No. DG
I & S Docket No 6615
Witness: Roger Gilman

TOTAL OCEANBORNE EXPORTS & IMPORTS

(Thousands of Long Tons)

Year	United States	New York	N.Y./U.S.
1923	79 124	22 639	28.6%
1924	80 346	23 112	28.8
1925	79 931	23 736	29.7
1926	98 231	24 027	24.5
1927	83 187	24 850	29.9
1928	85 399	26 110	30.6
1929	92 238	27 178	29.5
1930	81 066	23 181	28.6
1931	64 904	18 700	28.8
1932	51 719	14 804	28.6
1933	49 950	13 661	27.3
1934	55 741	15 361	27.6
1935	60 282	15 947	26.5
1936	64 869	17 895	27.6
1937	81 722	21 163	25.9
1938	74 597	17 332	23.2
1939	77 878	19 901	25.6
1940	77 954	22 185	28.5
1941	85 040	31 843	37.4
1942	64 369	18 306	28.4
1943	63 553	26 831	42.2
1944	79 950	32 506	40.7
1945	87 687	23 388	32.4
1946	108 490	25 696	23.7
1947	142 346	28 797	20.2
1948	127 586	29 147	22.8
1949	127 706	27 440	21.5
1950	125 153	29 639	23.7
1951	178 259	32 509	18.2
1952	173 211	32 934	19.0
1953	165 059	32 815	19.9
1954	167 631	32 022	19.1
1955	214 809	35 633	16.6
1956	259 807	36 246	14.0

Source: U.S. Department of Commerce,
Bureau of the Census

Exhibit No. C-1
I&S Docket 6615
Witness ROGER H. GILMAN
Page 1 of 4

TABLE I

DEVELOPMENT OF PORT FACILITIES AT NORTH AMERICAN SEAPORTS
Includes all known funds spent or committed from January 1, 1946 to December 31, 1955.
(figures in thousands of dollars)

PORT	TOTAL FUNDS FOR PORT DEVELOPMENT	GENERAL CARGO FACILITIES			SPECIALIZED FACILITIES			NUMBER OF NEW GENERAL CARGO BERTHS	
		Total	New	Modernization Rehabilitation	Total	New	Modernization Rehabilitation	Shedded	Open
NORTH ATLANTIC									
NEW YORK	114,630	91,965	54,295	37,670	22,665	19,195	3,470	32	1
Albany	1,135	40	-	40	1,095	1,085	10	-	-
Alexandria	60	-	-	-	60	60	-	-	-
Baltimore	32,595	6,780	3,000	3,780	25,815	17,945	7,870	2	-
Boston	35,275	29,265	14,625	14,640	6,010	5,635	375	10	-
New Haven	3,000	-	-	-	3,000	3,000	-	-	-
New London	600	350	-	350	250	250	-	-	-
Newport News	24,015	1,450	1,370	80	22,565	20,085	2,480	2	-
Norfolk	11,730	6,500	6,500	-	5,230	2,800	2,430	4	-
Paulsboro	250	-	-	-	250	250	-	-	-
Philadelphia	33,810	6,180	4,500	1,680	27,630	19,890	7,740	4	-
Portland	1,520	670	-	670	850	600	250	-	-
Providence	3,500	1,500	1,250	250	2,000	2,000	-	1	-
Wilmington	2,600	2,300	2,300	-	300	300	-	1	-
Yorktown	1,750	-	-	-	1,750	1,750	-	-	-
TOTAL, NORTH ATLANTIC	266,475	147,000	87,840	59,160	119,470	94,845	24,625	56	1
SOUTH ATLANTIC									
Canaveral	300	225	225	-	75	75	-	-	1
Charleston	3,310	1,000	-	1,000	2,310	310	2,000	-	-
Jacksonville	1,500	1,000	250	750	500	500	-	2	2
Miami	1,100	1,100	-	1,100	-	-	-	-	-
Morehead City	3,495	2,510	2,100	410	985	575	410	1	1
Palm Beach	830	830	650	180	-	-	-	1	2
Port Everglades	1,975	1,750	1,650	100	225	225	-	-	5
Savannah	10,100	6,950	6,450	500	3,150	2,650	500	3	3
Wilmington	4,765	3,120	2,970	150	1,645	1,495	150	2	1
TOTAL, SOUTH ATLANTIC	27,375	18,485	14,295	4,190	8,890	5,830	3,060	9	15

3691

PORT	TOTAL FUNDS FOR PORT DEVELOPMENT	GENERAL CARGO FACILITIES			SPECIALIZED FACILITIES			NUMBER OF NEW GENERAL CARGO BERTHS	
		Total	New	Modernization Rehabilitation	Total	New	Modernization Rehabilitation	Shedded	Open
GULF COAST									
Baton Rouge	12,500	8,500	8,500	-	4,000	4,000	-	2	-
Beaumont	3,960	3,635	3,435	200	325	100	225	2	2
Brownsville	6,080	5,160	4,840	320	920	920	-	5	3
Corpus Christi	7,870	-	-	-	7,870	7,565	305	-	-
Freeport	2,600	2,600	2,600	-	-	-	-	1	-
Galveston	12,000	6,175	1,300	4,875	5,825	980	4,845	2	-
Gulfport	1,000	1,000	1,000	-	-	-	-	1	1
Houston	15,220	9,870	8,695	1,175	5,350	5,350	-	2	7
Lake Charles	5,000	4,500	4,500	-	500	500	-	-	-
Mobile	11,170	4,160	4,000	160	7,010	6,780	230	3	-
New Orleans	27,990	16,165	14,540	1,625	11,825	9,770	2,055	13	1
Panama City	750	-	-	-	750	750	-	-	-
Pascagoula	1,500	1,000	1,000	-	500	500	-	1	1
Tampa	4,850	1,250	1,000	250	3,600	1,250	2,350	2	1
Texas City	1,500	-	-	-	1,500	1,500	-	-	-
TOTAL, GULF COAST	113,990	64,015	55,410	8,605	49,975	39,960	10,010	34	15
PACIFIC COAST									
Antioch	1,000	-	-	-	1,000	1,000	-	-	-
Anacortes	500	-	-	-	500	500	-	-	-
Astoria	20	20	-	20	-	-	-	-	-
Bellingham	3,250	250	-	250	3,000	3,000	-	-	-
Coos Bay	680	-	-	-	680	550	130	-	-
Everett	500	450	450	-	50	50	-	-	2
Grays Harbor	65	-	-	-	65	65	-	-	-
Humboldt Bay	200	-	-	-	200	200	-	-	-
Long Beach	32,910	24,585	22,585	2,000	8,325	6,950	1,375	22	1
Longview	2,250	475	-	475	1,775	1,400	375	-	-
Los Angeles	24,310	19,110	17,265	1,845	5,200	5,200	-	9	-
Oakland	1,095	525	425	100	570	500	70	1	-
Olympia	630	330	180	150	300	300	-	1	-
Portland	12,080	9,075	7,210	1,865	3,005	3,005	-	5	1
Redwood City	705	205	-	205	500	500	-	-	-
Richmond	4,370	-	-	-	4,370	4,370	-	-	-

2692

PORT	TOTAL FUNDS FOR PORT DEVELOPMENT	GENERAL CARGO FACILITIES			SPECIALIZED FACILITIES			NUMBER OF NEW GENERAL CARGO BERTHS	
		Total	New	Modernization Rehabilitation	Total	New	Modernization Rehabilitation	Shedded	Open
San Diego	11,185	10,800	10,440	360	385	385	-	6	4
San Francisco	11,680	9,320	4,480	4,840	2,360	2,360	-	3	-
Seattle	8,090	2,795	-	2,795	5,295	4,605	690	-	-
Stockton	5,955	1,305	1,255	50	4,650	4,650	-	1	-
Tacoma	2,110	400	-	400	1,710	1,285	425	-	-
TOTAL, PACIFIC COAST	123,595	79,645	64,295	15,355	43,940	40,875	3,065	48	8
TOTAL, U.S. COASTAL PORTS	531,430	309,145	221,835	87,310	222,275	181,515	40,760	147	39
GREAT LAKES									
Chicago	30,350	5,490	5,490	-	24,860	24,860	-	5	-
Cleveland	1,550	1,550	1,550	-	-	-	-	1	2
Conneaut	500	-	-	-	500	-	500	-	-
Detroit	5,775	800	500	300	4,975	4,975	-	1	1
Duluth-Superior	5,915	-	-	-	5,915	5,915	-	-	-
Lorain	10,000	-	-	-	10,000	10,000	-	-	-
Luddington	1,550	-	-	-	1,550	1,550	-	-	-
Manitowac	2,050	-	-	-	2,050	2,000	50	-	-
Milwaukee	1,750	500	-	500	1,250	645	605	-	-
Port Dolomite	3,000	-	-	-	3,000	3,000	-	-	-
Taconite Harbor	10,000	-	-	-	10,000	10,000	-	-	-
Toledo	25,400	2,500	2,500	-	22,900	22,700	200	2	-
TOTAL, GREAT LAKES	97,840	10,840	10,040	800	87,000	85,645	1,355	9	3
TOTAL, U.S. CONTINENTAL PORTS	629,270	319,985	231,880	88,110	309,275	267,160	42,115	156	42
ALASKA & HAWAII									
Seward	4,400	4,400	4,400	-	-	-	-	2	-
Honolulu	7,125	4,485	3,030	1,455	2,640	2,400	240	3	-
Hilo	4,470	1,675	1,220	455	2,800	2,800	-	2	-
Kahului	515	515	350	165	-	-	-	1	-
Nawiliwili	765	540	-	540	225	225	-	-	-
Port Allen	10	10	-	10	-	-	-	-	-
TOTAL, ALASKA & HAWAII	17,285	11,625	9,000	2,625	5,665	5,425	240	8	0

2693

PORT	TOTAL FUNDS FOR PORT DEVELOPMENT	GENERAL CARGO FACILITIES			SPECIALIZED FACILITIES			NUMBER OF NEW GENERAL CARGO BERTHS	
		Total	New	Modernization Rehabilitation	Total	New	Modernization Rehabilitation	Shedded	Open
CANADA									
Churchill	3,000	-	-	-	3,000	-	3,000	-	-
Halifax	8,000	4,100	1,600	2,500	3,900	1,000	2,900	-	2
Hamilton	9,125	7,125	4,900	2,225	2,000	2,000	-	-	-
Kingston	500	-	-	-	500	500	-	-	-
Kitimat Harbor	6,500	-	-	-	6,500	6,500	-	-	-
Montreal	22,770	20,350	7,000	13,350	2,420	2,420	-	-	6
New Westminster	1,400	1,400	1,280	120	-	-	-	2	1
Quebec	5,300	4,235	-	4,235	1,065	1,065	-	-	-
Saint John	9,300	7,100	2,100	5,000	2,200	-	2,200	2	-
Seven Islands	10,000	-	-	-	10,000	10,000	-	-	-
Three Rivers	500	500	-	500	-	-	-	-	-
Toronto	2,960	2,960	2,960	-	-	-	-	2	10
Vancouver	5,700	3,700	-	3,700	2,000	2,000	-	-	-
TOTAL, CANADA	85,055	51,470	19,840	31,630	33,585	25,485	8,100	6	19
TOTAL, NORTH AMERICA including Alaska & Hawaii, but not Mexico	731,610	383,080	260,715	122,365	348,525	298,065	50,455	170	61

TOTALS DO NOT ALWAYS AGREE BECAUSE FIGURES HAVE BEEN ROUNDED OFF TO THE NEAREST FIVE THOUSAND DOLLARS.

2694

Boston's Share of United States Oceanborne Exports & Imports

1923 - 1956
(Thousands of Long Tons)

Year	Export	Import	Total Ex & IM	Boston/U.S. Total Ex & IM
1923	487	3 211	3 698	4.7
1924	404	2 714	3 118	3.9
1925	325	2 172	2 497	3.1
1926	324	2 633	2 957	3.0
1927	258	2 934	3 192	3.8
1928	350	2 746	3 096	3.6
1929	307	3 091	3 398	3.7
1930	277	3 115	3 392	4.2
1931	209	2 691	2 900	4.5
1932	194	2 152	2 346	4.5
1933	147	1 627	1 774	3.6
1934	220	1 517	1 737	3.1
1935	280	1 852	2 132	3.5
1936	291	1 915	2 206	3.4
1937	423	2 096	2 519	3.1
1938	289	1 345	1 634	2.2
1939	381	1 595	1 976	2.5
1940	553	1 604	2 157	2.8
1941	585	2 646	3 231	3.8
1942	616	766	1 382	2.1
1943	386	764	1 150	1.8
1944	263	730	993	1.2
1945	343	1 656	1 999	2.3
1946	395	2 438	2 833	2.6
1947	481	2 965	3 446	2.4
1948	297	2 639	2 936	2.3
1949	388	3 287	3 675	2.9
1950	214	4 953	5 167	4.1
1951	341	4 800	5 141	2.9
1952	300	4 692	4 992	2.9
1953	205	4 933	5 138	3.1
1954	282	4 717	4 999	3.0
1955	491	5 185	5 676	2.6
1956	952	5 467	6 419	2.5

Source: United States Department of Commerce,
Bureau of the Census

170

UNITED STATES WATERBORNE IMPORTS
1923 - 1956
(Thousands of Long Tons)

Exhibit No. JG-9-
I & S No. 6615
Witness: J. Gilbert

Year	Total Waterborne Imports	Great Lakes Canada	Total Oceanborne Imports	Other Minerals	Ores	Tanker Cargo	Oceanborne General Cargo Imports
1923	43 296	4 912	38 384	1 648	3 599	15 333	17 804
1924	40 922	4 349	36 573	1 855	3 085	14 657	15 976
1925	43 060	5 830	37 230	2 073	3 485	12 783	13 889
1926	43 693	5 172	38 521	2 103	3 934	12 601	19 884
1927	42 025	5 818	36 208	1 866	3 959	11 443	18 940
1928	46 475	7 109	39 365	2 303	3 576	14 407	19 079
1929	50 985	5 609	45 376	2 200	4 700	16 667	21 809
1930	47 562	6 613	40 931	1 735	3 984	15 907	19 305
1931	35 864	3 509	32 556	1 370	2 659	12 770	15 557
1932	28 710	2 696	26 014	492	1 133	11 353	13 036
1933	26 567	2 700	23 868	574	1 433	7 684	14 175
1934	29 814	3 748	26 066	752	2 327	8 457	14 530
1935	33 966	4 076	29 890	943	2 554	9 035	17 358
1936	38 396	4 779	33 617	1 261	3 888	9 686	18 781
1937	42 063	3 667	38 396	1 632	4 744	10 375	21 644
1938	32 818	3 205	29 613	1 403	3 766	8 989	15 455
1939	37 431	4 444	32 987	1 909	4 227	10 062	15 790
1940	40 979	3 764	37 215	2 025	5 358	13 557	16 275
1941	52 897	4 128	48 769	1 831	6 229	15 612	25 097
1942	27 198	3 941	23 258	1 213	4 054	6 297	11 693
1943	33 630	5 354	28 276	950	4 349	10 412	12 564
1944	39 944	5 360	34 584	1 009	3 122	16 090	14 363
1945	40 964	2 247	38 718	1 316	3 811	19 002	14 588
1946	47 489	3 248	44 241	1 957	5 166	23 491	13 627
1947	55 179	3 938	51 240	2 644	8 033	26 239	14 323
1948	64 551	3 767	60 784	3 401	10 965	30 083	16 334
1949	73 207	4 263	58 944	3 182	11 877	37 218	16 667
1950	91 055	4 960	86 095	3 813	12 444	48 452	21 386
1951	97 096	6 100	90 996	4 164	14 861	51 260	20 710
1952	102 912	5 336	97 151	3 870	15 345	57 447	19 489
1953	114 269	6 301	107 969	4 454	20 285	62 008	21 222
1954	115 166	4 503	110 663	4 394	23 665	63 202	19 402
1955	136 222	6 003	130 219	4 529	29 136	74 251	22 303
1956	153 581	6 805	146 776	4 770	37 716	81 540	22 750

Source: United States Department of Commerce,
Bureau of the Census

[fol. 2708A]

.83

154 | 129.00

1232

580

462

154

.75

770

1078

115.50

55

130.2

84.6

214.8

44.2

64.2

108.4

50.1

1955 - 130.2

9946 44.2

86.0

20.4

106.4

1955

1946 - 64.2 Long tons

20.4 M long tons

2708A

[fol. 2709]

WATERBORNE IMPORTS OF NEW YORK CUSTOMS DISTRICT
1923 - 1956
(Thousands of Long Tons)

Exhibit No. JG-10
I & S No. 6615
Witness: J. Gilbert

Year	TOTAL Long Tons	TOTAL % of U. S. Oceanborne	Other Minerals	Ores	Tanker Cargo	GENERAL CARGO IMPORTS Long Tons	GENERAL CARGO IMPORTS % U. S. General Cargo
1923	11 589	30.2	509	618	2 448	8 014	45.0
1924	11 059	30.2	564	957	2 285	7 253	42.7
1925	11 964	32.1	643	721	2 798	7 801	41.3
1926	13 110	34.0	720	586	3 636	8 168	41.1
1927	13 405	37.0	683	612	3 992	8 116	42.9
1928	15 252	38.7	823	628	5 995	7 807	40.9
1929	17 240	38.0	682	873	6 824	8 861	40.6
1930	15 319	37.4	463	713	7 017	7 125	36.9
1931	12 708	39.3	369	574	5 780	5 985	38.5
1932	10 679	41.1	165	152	5 557	4 805	36.9
1933	9 652	40.4	162	130	3 974	5 386	38.0
1934	10 209	39.2	167	390	4 143	5 509	37.9
1935	10 809	36.2	222	393	3 247	6 946	40.0
1936	12 475	37.1	351	485	4 002	7 636	40.7
1937	13 885	36.2	436	549	4 570	8 329	38.5
1938	10 914	36.9	331	262	3 945	6 375	41.2
1939	12 444	37.7	569	330	4 569	6 977	41.6
1940	12 466	33.5	587	468	4 662	6 749	41.5
1941	19 472	39.9	574	389	4 950	13 559	54.0
1942	8 352	35.9	275	679	3 087	4 311	36.9
1943	12 135	42.9	205	640	7 302	3 987	31.7
1944	12 731	36.8	285	454	7 636	4 357	30.3
1945	12 058	31.1	320	447	6 652	4 640	31.8
1946	13 740	31.1	645	376	7 516	5 203	38.2
1947	14 540	28.4	750	366	8 374	5 050	35.3
1948	17 797	29.3	965	621	9 979	6 233	38.2
1949	18 343	26.6	791	641	11 143	5 768	34.6
1950	23 042	26.8	1 031	531	13 879	7 601	35.5
1951	22 809	25.1	988	659	14 024	7 139	34.5
1952	25 127	25.9	894	710	16 578	6 945	35.6
1953	26 217	24.3	904	966	17 043	7 304	34.4
1954	25 432	23.0	916	827	17 868	5 820	30.0
1955	27 265	20.9	1 103	834	18 957	6 372	28.6
1956	27 528	18.8	1 [illegible]	827	19 099	6 495	28.5

Source: United States Department of Commerce,
Bureau of the Census

2706

12

INDEX TO PRINCIPAL PIER FACILITIES

1. New Jersey – Port Newark
2. Staten Island – St. George Ferry Terminal to Pier 35
3. New Jersey – Hudson River – Edgewater, North Bergen, Guttenberg
4. New Jersey – Hudson River – West New York to Weehawken
5. New Jersey – Hudson River – Hoboken, Jersey City
6. Manhattan – Hudson River – Pier 1 to Pier 51
7. Manhattan – Hudson River – Pier 57 to Pier 82
8. Manhattan – Hudson River – Pier 82 to Battery Park
9. Manhattan – East River – United Nations Headquarters to Pier 67
10. Brooklyn – Erie Basin to Brooklyn Army Terminal
11. Manhattan – East River – Pier 44 to Battery Park
12. Brooklyn – Newtown Creek to Williamsburg Bridge
13. Brooklyn – Manhattan Bridge to Erie Basin

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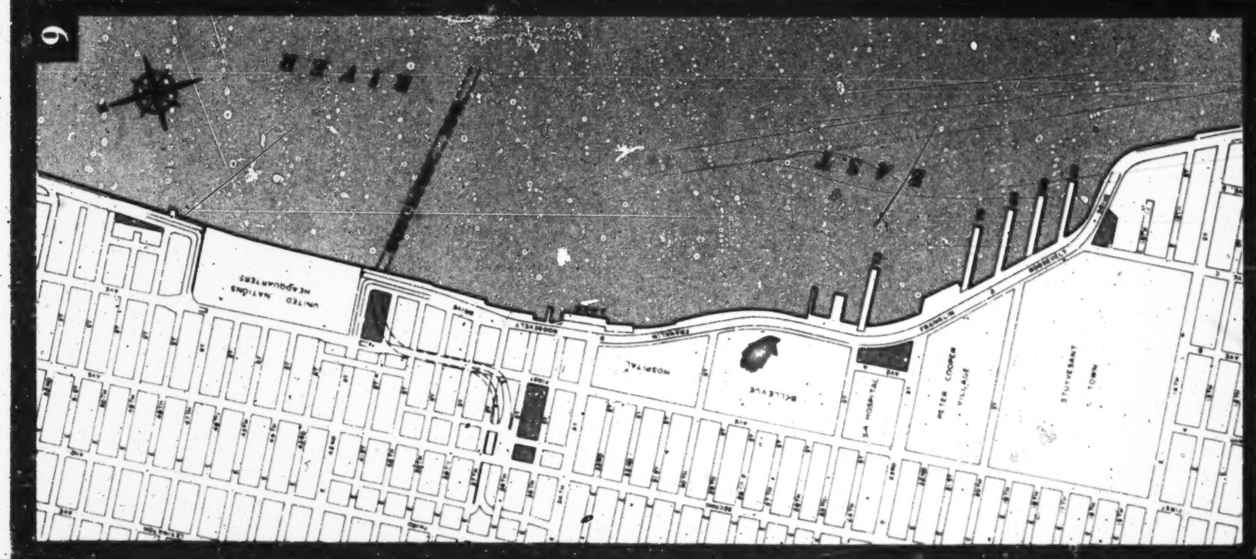
9



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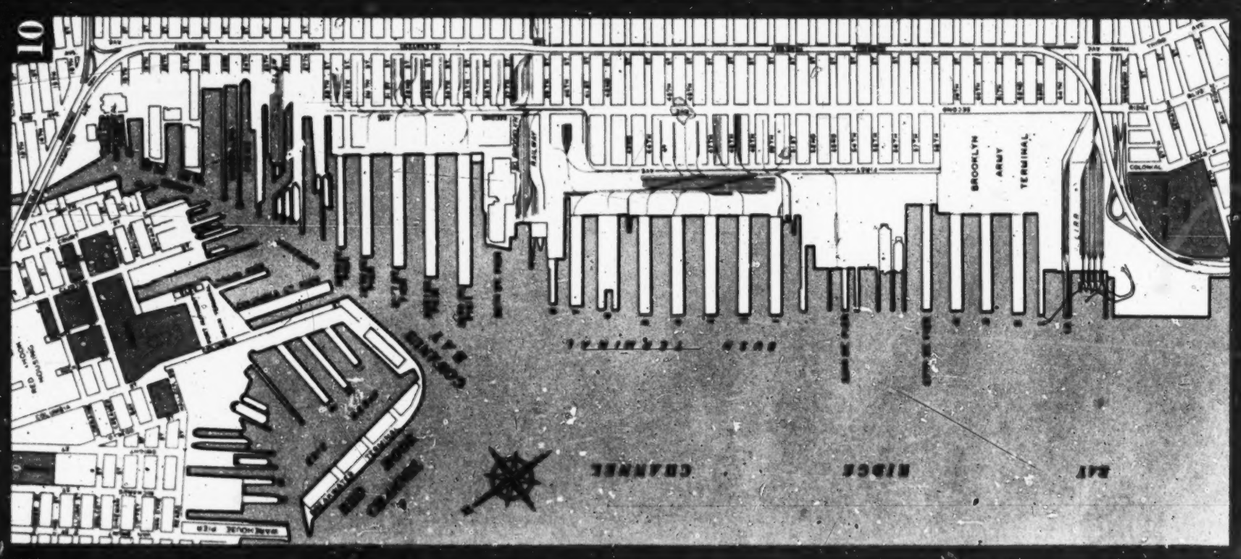

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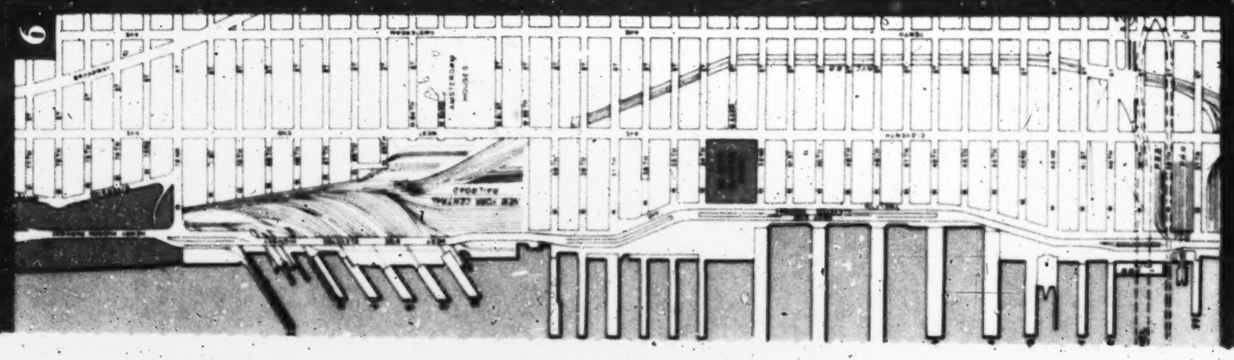

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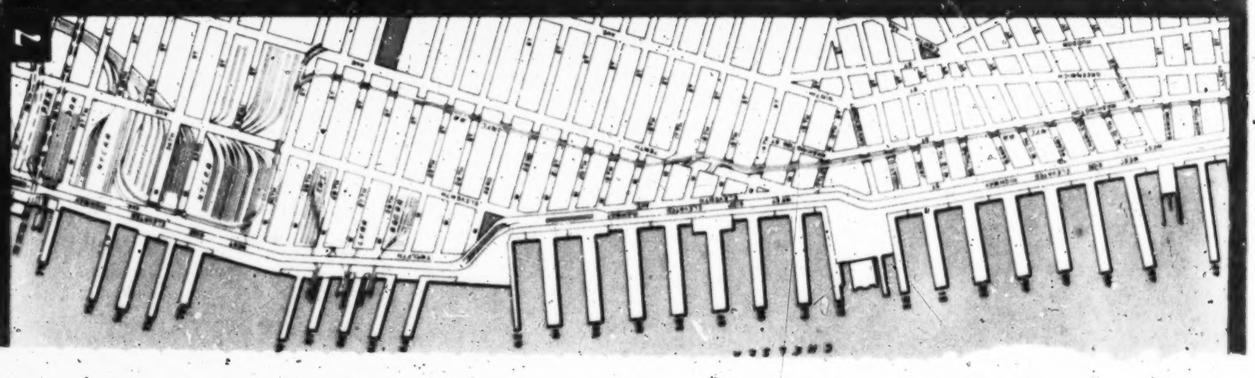

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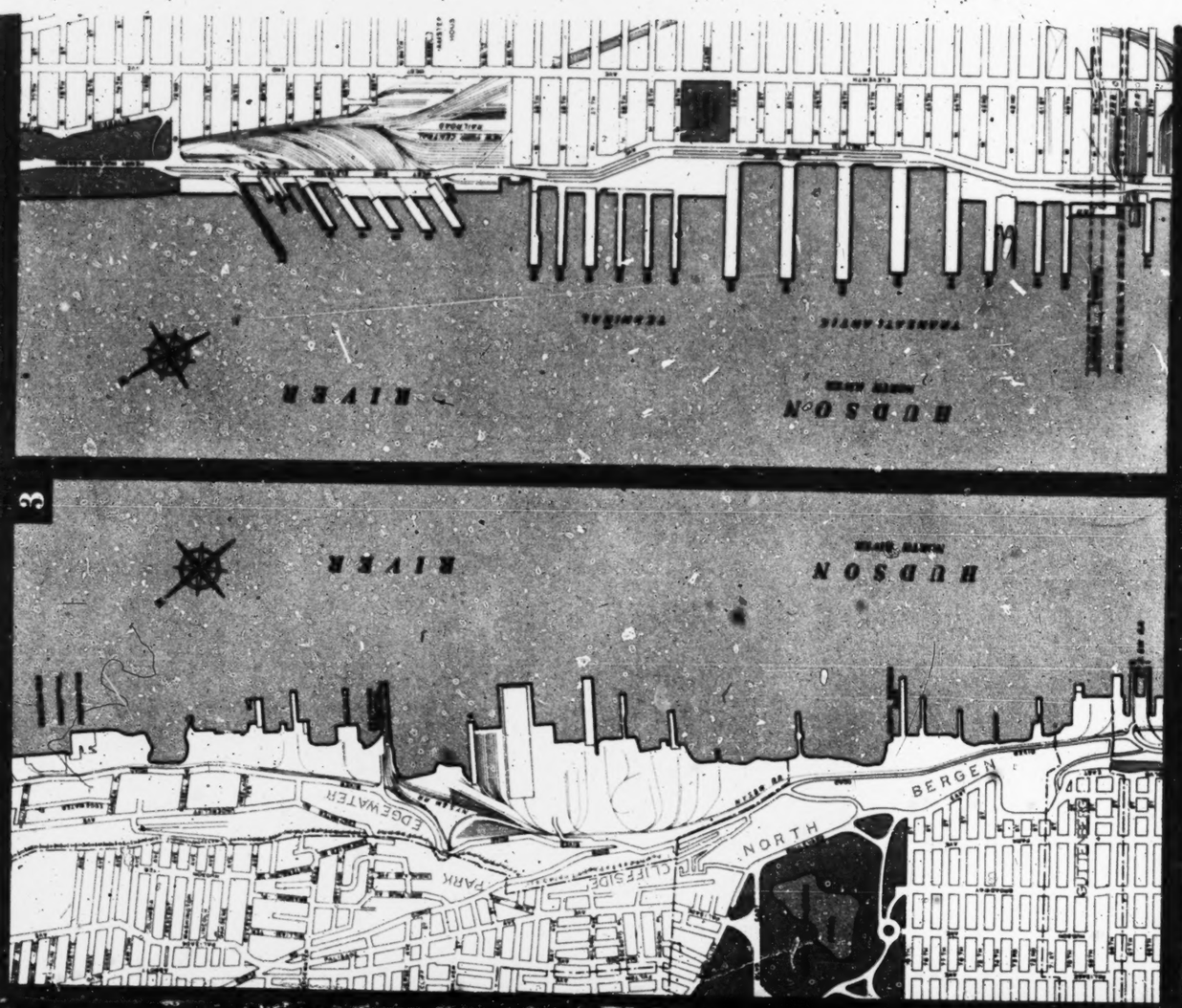

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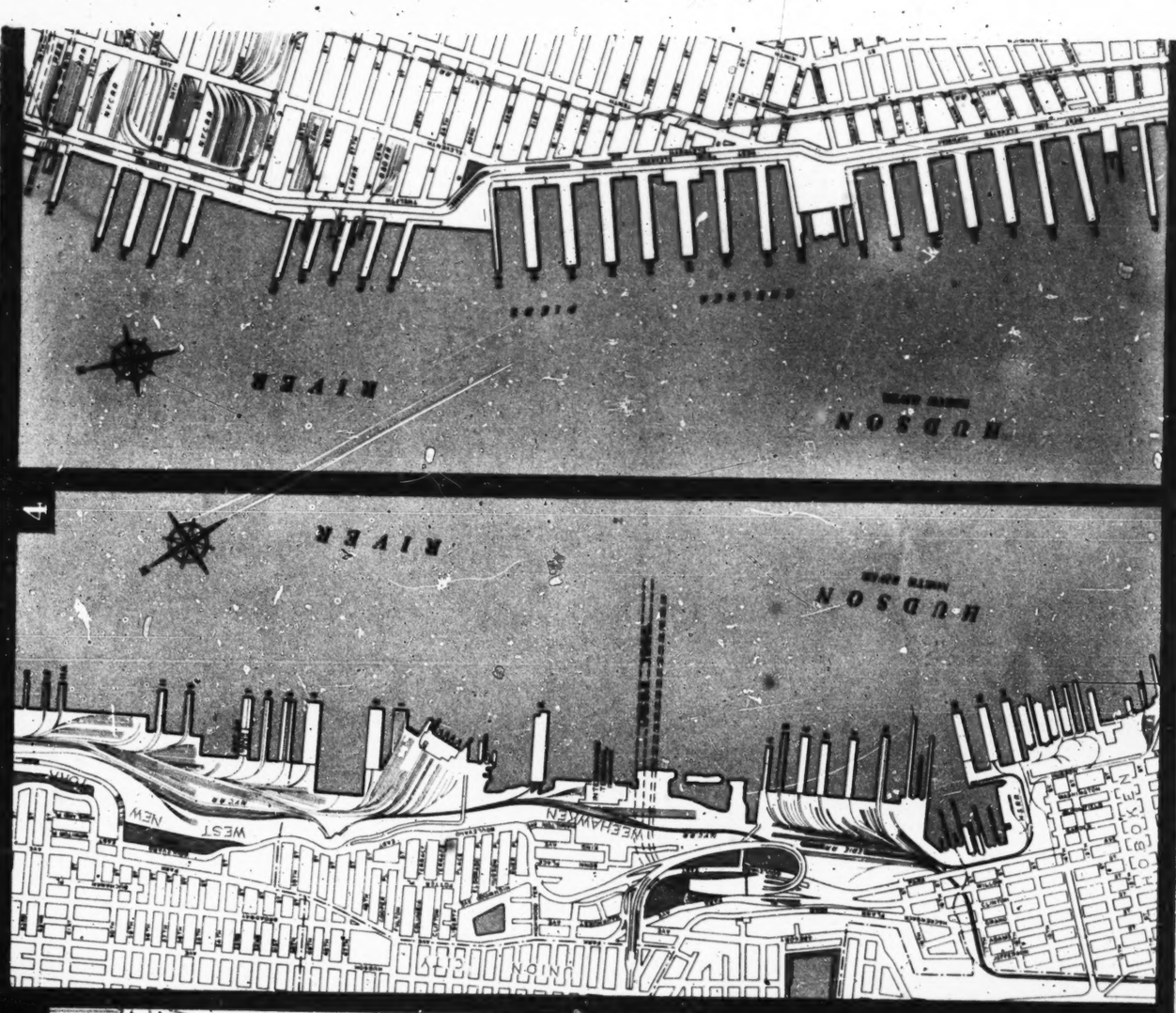
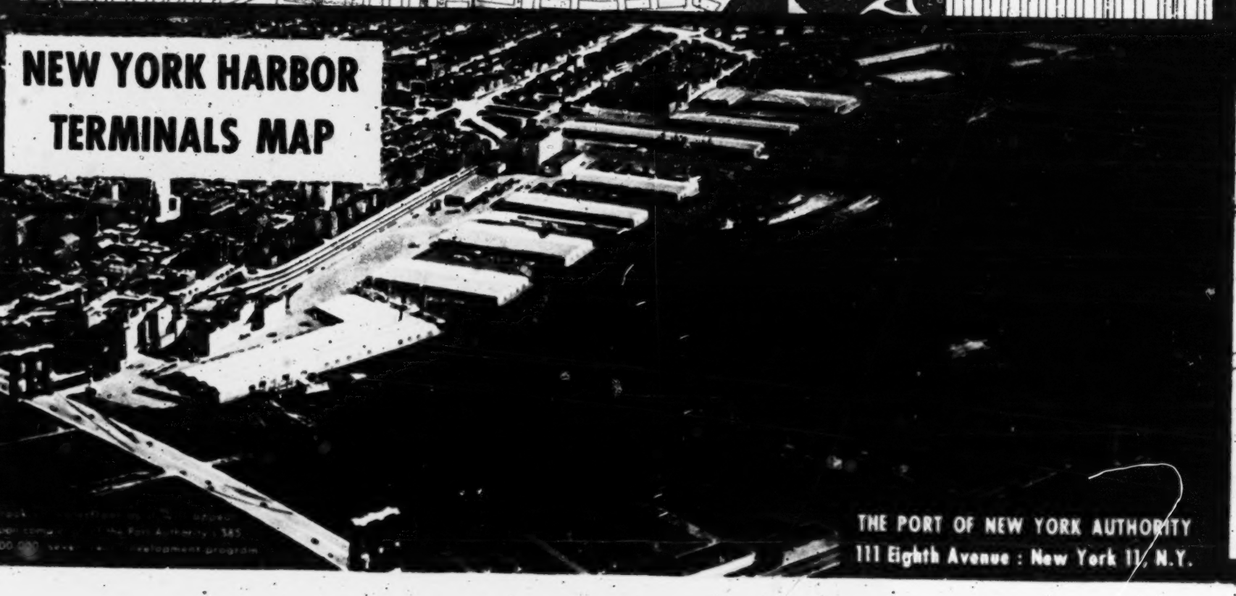


NEW YORK HARBOR TERMINALS MAP



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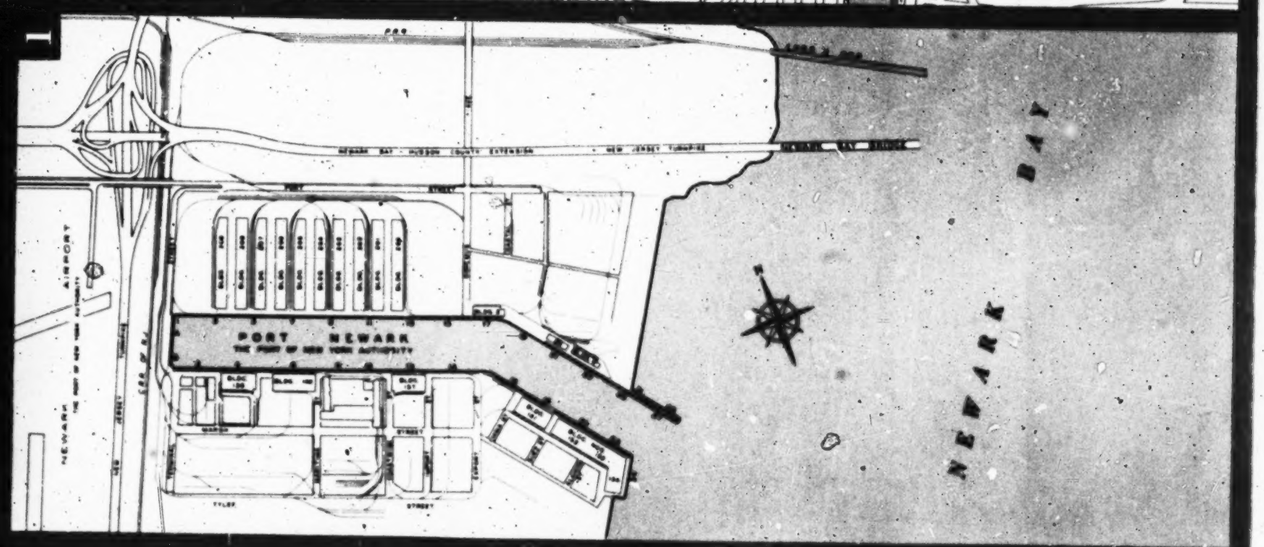
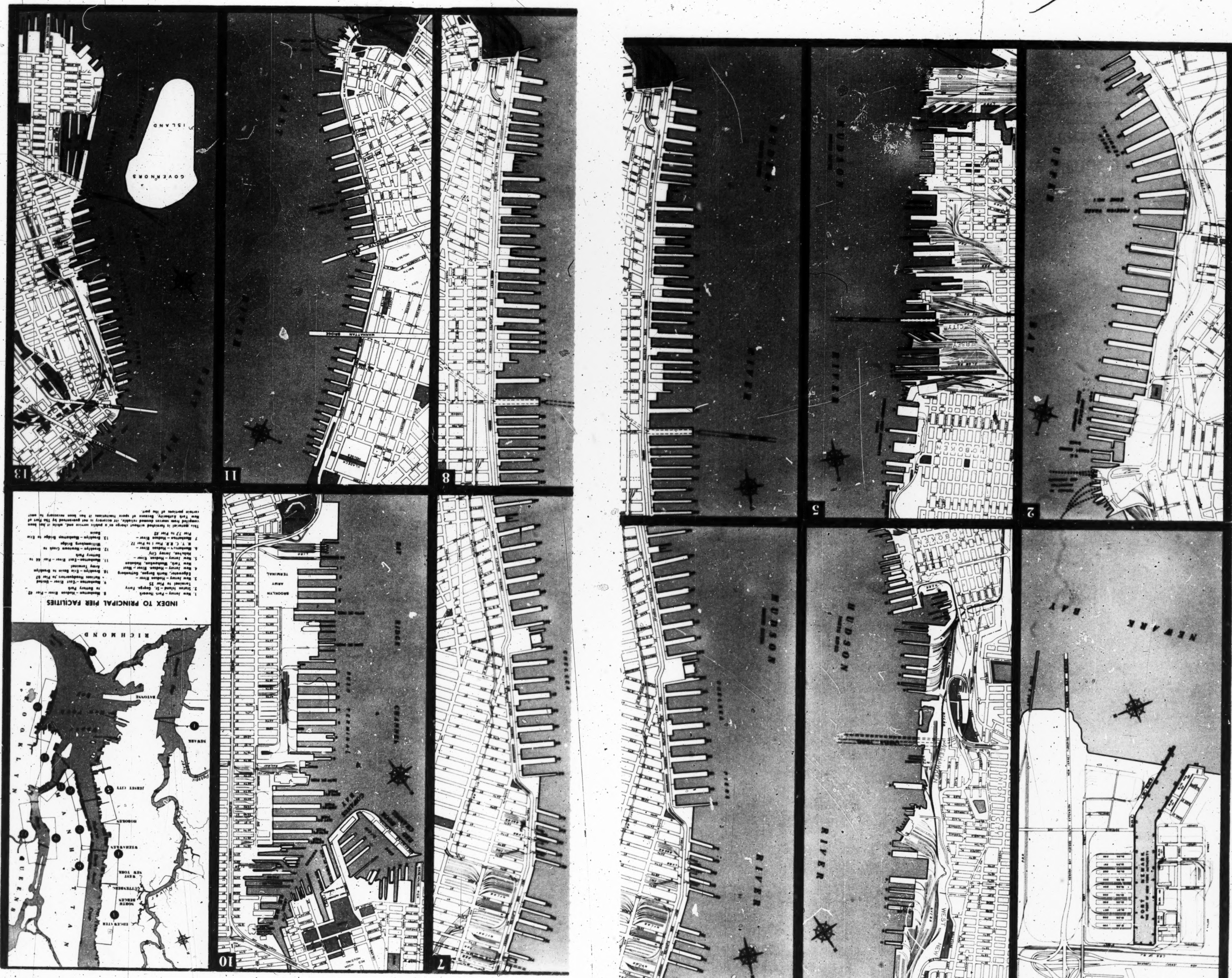
111 Eighth Avenue : New York 11, N.Y.




NEWARK BAY
HUDSON RIVER
HOBOKEN
JERSEY CITY
WEEHAWKEN
NORTH RIVER
EAST RIVER
BROOKLYN ARMY TERMINAL
GOVERNORS ISLAND
MANHATTAN BRIDGE
INDEX TO PRINCIPAL PIER FACILITIES
1 New Jersey – Port Newark
2 Staten Island – St. George Ferry
3 New Jersey – Hudson River – Edgewater, North Bergen, Guttenberg
4 New Jersey – Hudson River – West New York, Weehawken, Hoboken
5 New Jersey – Hudson River – Kearny Point
6 Manhattan – Hudson River – Battery Park
7 Manhattan – Hudson River – Pier 17 to Pier 43
8 Manhattan – East River – Pier 42 to Battery Park
9 Manhattan – East River – United Nations Headquarters to Pier 67
10 Brooklyn – Erie Basin to Brooklyn Army Terminal
11 Manhattan – East River – Pier 44 to Pier 61
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13 Brooklyn – Manhattan Bridge to Erie Basin
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NEW YORK HARBOR TERMINALS

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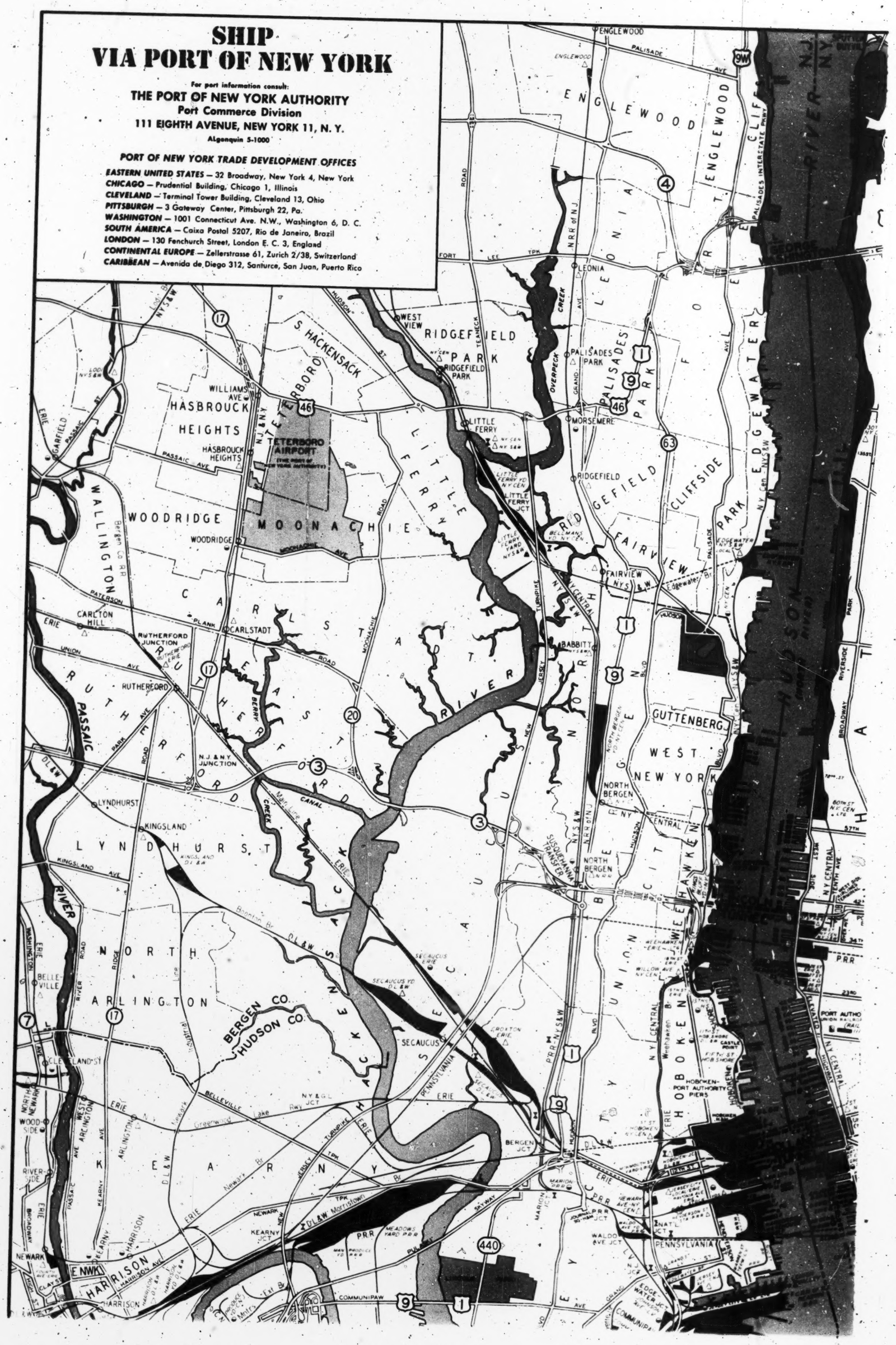
SHIP
VIA PORT OF NEW YORK

For port information consult:

THE PORT OF NEW YORK AUTHORITY
Port Commerce Division
111 EIGHTH AVENUE, NEW YORK 11, N. Y.
Algonquin 5-1000

PORT OF NEW YORK TRADE DEVELOPMENT OFFICES

EASTERN UNITED STATES — 32 Broadway, New York 4, New York
CHICAGO — Prudential Building, Chicago 1, Illinois
CLEVELAND — Terminal Tower Building, Cleveland 13, Ohio
PITTSBURGH — 3 Gateway Center, Pittsburgh 22, Pa.
WASHINGTON — 1001 Connecticut Ave. N.W., Washington 6, D. C.
SOUTH AMERICA — Caixa Postal 5207, Rio de Janeiro, Brazil
LONDON — 130 Fenchurch Street, London E. C. 3, England
CONTINENTAL EUROPE — Zellerstrasse 61, Zurich 2/38, Switzerland
CARIBBEAN — Avenida de Diego 312, Santurce, San Juan, Puerto Rico



ADVERTISED SAILINGS FROM NORTH ATLANTIC PORTS TO SELECTED FOREIGN DESTINATIONS

SOURCE: "THE FORWARDER" VOLUMN LV NUMBER 25 OCTOBER 29, 1956

AMSTERDAM, HOLLAND

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
GATEWAY CITY, Am.	10/29	—	—	—	—	4 FPM	Waterman S.S. Corp.
HAVFALK, Nr.	10/30	—	10/25	10/22	10/23	3 FPM	Boyd, Weir & Sewell
BLYDENDYK, Du.	10/31	—	—	10/24	10/27	2 F	Holland-America Line
RYNDAM, Du.	11/1	—	—	—	—	2 FPR	Holland-America Line
AMER. HUNTER, Am.	11/1	11/2	10/22	10/25	10/27	2 FPM	U. S. Lines
BIRKENSTEIN, Ger.	11/2	—	10/29	10/22	10/24	3 FPRD	U. S. Navigation
BLACK EAGLE, Nr.	11/2	—	10/31	10/26	10/29	3 FPR	Black Diamond Line
SLOTERDYK, Da.	11/7	10/26	10/30	11/2	11/5	3 F	Holland-America Line
AMER. GUIDE, Am.	11/8	—	10/31	11/2	11/4	2 FPM	U. S. Lines
BLACK TERN, Nr.	11/9	11/3	11/7	—	—	3 FPR	Black Diamond Line
ERLANGEN, Ger.	11/9	—	11/5	10/30	11/1	3 FPDR	U. S. Navigation
HAVMANN, Nr.	11/10	—	11/2	10/29	10/31	3 FP	Boyd, Weir & Sewell
BLOMMERSDYK, Du.	11/14	—	—	11/7	11/10	3 FM	Holland-America Line
AMER. ANGLER, Am.	11/15	11/16	11/5	11/8	11/10	2 FPM	U. S. Lines
BLACK HERON, Nr.	11/16	—	11/14	11/9	11/10	3 FPR	Black Diamond Line
WERRASTEIN, Ger.	11/16	—	11/12	11/5	11/7	3 FPD	U. S. Navigation
WESTERDAM, Du.	11/17	—	—	—	—	2 FPR	Holland-America Line
MAASDAM, Du.	11/20	—	—	—	—	2 FPR	Holland-America Line
HAVHOK, Nr.	11/21	—	11/13	11/8	11/10	3 FPM	Boyd, Weir & Sewell
SOMMELSDYK, Du.	11/21	11/9	11/13	11/16	11/19	3 F	Holland-America Line
AMER. TRAVELER, Am.	11/22	—	11/12	11/15	11/17	2 FPM	U. S. Lines
BLACK OSPREY, Nr.	11/23	11/17	11/21	—	—	3 FPR	Black Diamond Line
BISCHOFSTEIN, Ger.	11/23	—	11/19	11/12	11/14	3 FPDR	U. S. Navigation
SOESTDYK, Du.	11/28	11/16	11/20	11/23	11/26	3 F	Holland-America Line
AMER. ARCHER, Am.	11/29	11/30	11/19	11/22	11/24	2 FPM	U. S. Lines
BLACK CONDOR, Nr.	11/30	—	11/28	11/23	11/26	3 FPR	Black Diamond Line
HAVORN, Nr.	11/30	—	11/23	11/19	11/21	3 FPM	Boyd, Weir & Sewell
GOETTINGEN, Ger.	11/30	—	11/26	11/19	11/21	3 FPDR	U. S. Navigation

ANTWERP, BELGIUM

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
GATEWAY CITY, Am.	10/29	—	—	—	—	5 FPM	Waterman S.S. Corp.
HAVFALK, Nr.	10/30	—	10/25	10/22	10/23	1 FPM	Boyd, Weir & Sewell
WOLVERINE STATE, Am.	11/1	—	—	—	—	1 FPM	States Mar.-Isth. Agency
AMER. HUNTER, Am.	11/1	11/2	10/22	10/25	10/27	1 FPM	U. S. Lines
BLACK EAGLE, Nr.	11/2	—	10/31	10/26	10/29	1 FPR	Black Diamond Line
RONDA, Nr.	11/2	—	10/26	10/24	11/5	1 FP	Cosmopolitan Line
BIRKENSTEIN, Ger.	11/2	—	10/29	10/22	10/24	1 FPRD	U. S. Navigation
SLOTERDYK, Da.	11/7	10/26	10/30	11/2	11/5	1 F	Holland-America Line
AMER. GUIDE, Am.	11/8	—	10/31	11/2	11/4	1 FPM	U. S. Lines
ERLANGEN, Ger.	11/9	—	11/5	10/30	11/1	1 FPDR	U. S. Navigation
MARENGO, Br.	11/9	—	—	11/20	—	5 FPR	Ellerman-Wilson Line
BLACK TERN, Nr.	11/9	11/3	11/7	—	—	1 FPR	Black Diamond Line
TERVAETE, Bel.	11/10	—	11/4	11/3	11/6	1 FPR	Belgian Line
HAVMANN, Nr.	11/10	—	11/2	10/29	10/31	1 FP	Boyd, Weir & Sewell
BLOMMERSDYK, Du.	11/14	—	—	11/7	11/10	1 FM	Holland-America Line
AMER. ANGLER, Am.	11/15	11/16	11/5	11/8	11/10	1 FPM	U. S. Lines
WERRASTEIN, Ger.	11/16	—	11/12	11/5	11/7	1 FPD	U. S. Navigation
BLACK HERON, Nr.	11/16	—	11/14	11/9	11/10	1 FPR	Black Diamond Line
KYOTOKU MARU, Jp.	11/16	—	—	—	—	1 FP	Mitsui Line
HONDA, Nr.	11/16	—	11/9	11/7	11/5	1 FP	Cosmopolitan Line
SOMMELSDYK, Du.	11/21	11/9	11/13	11/16	11/19	1 F	Holland-America Line
HAVHOK, Nr.	11/21	—	11/13	11/8	11/10	1 FPM	Boyd, Weir & Sewell
AMER. TRAVELER, Am.	11/22	—	11/12	11/15	11/17	1 FPM	U. S. Lines
BLACK OSPREY, Nr.	11/23	11/17	11/21	—	—	1 FPR	Black Diamond Line
BISCHOFSTEIN, Ger.	11/23	—	11/19	11/12	11/14	1 FPDR	U. S. Navigation
HAKONESAN MARU, Jp.	11/23	—	—	—	—	1 FP	Mitsui Line
STEENSTRAETE, Bel.	11/26	—	11/19	11/17	11/20	1 FPR	Belgian Line
SOESTDYK, Du.	11/28	11/16	11/20	11/23	11/26	1 F	Holland-America Line
AMER. ARCHER, Am.	11/29	11/30	11/19	11/22	11/24	1 FPM	U. S. Lines
BLACK CONDOR, Nr.	11/30	—	11/28	11/23	11/26	1 FPR	Black Diamond Line
HAVORN, Nr.	11/30	—	11/23	11/19	11/21	1 FPM	Boyd, Weir & Sewell
HEINA, Nr.	11/30	—	11/23	11/21	11/19	1 FP	Cosmopolitan Line
GOETTINGEN, Ger.	11/30	—	11/26	11/19	11/21	1 FPDR	U. S. Navigation

2782

BREMEN, GERMANY

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
GATEWAY CITY, Am.	10/29	—	—	—	—	1 FPM	Waterman S.S. Corp.
HAVFALK, Nr.	10/30	—	10/25	10/22	10/23	4 FPM	Boyd, Weir & Sewell
AMER. TRAVELER, Am.	10/31	10/20	10/23	10/26	10/27	2 FM	U. S. Lines
FLYING FOAM, Am.	10/31	—	—	—	—	1 FPM	Isbrandtsen Co.
BLACK EAGLE, Nr.	11/2	—	10/31	10/26	10/29	5 FPR	Black Diamond Line
BIRKENSTEIN, Ger.	11/2	—	10/29	10/22	10/24	5 FPRD	U. S. Navigation
SLOTERDYK, Da.	11/7	10/26	10/30	11/2	11/5	5 F	Holland-America Line
AMER. CLIPPER, Am.	11/7	—	10/29	11/1	11/3	2 FM	U. S. Lines
ERLANGEN, Ger.	11/9	—	11/5	10/30	11/1	5 FPDR	U. S. Navigation
BLACK TERN, Nr.	11/9	11/3	11/7	—	—	5 FPR	Black Diamond Line
HAVMANN, Nr.	11/10	—	11/2	10/29	10/31	4 FP	Boyd, Weir & Sewell
AMER. SHIPPER, Am.	11/14	11/3	11/6	11/8	11/10	2 FM	U. S. Lines
BLOMMERSDYK, Du.	11/14	—	—	11/7	11/10	4 FM	Holland-America Line
BLACK HERON, Nr.	11/16	—	11/14	11/9	11/10	5 FPR	Black Diamond Line
WERRASTEIN, Ger.	11/16	—	11/12	11/5	11/7	5 FPD	U. S. Navigation
FLYING ARROW, Am.	11/17	—	—	—	—	1 FPM	Isbrandtsen Co.
HAVHOK, Nr.	11/21	—	11/13	11/8	11/10	4 FPM	Boyd, Weir & Sewell
SOMMELSDYK, Du.	11/21	11/9	11/13	11/16	11/19	5 F	Holland-America Line
AMER. FORWARDER, Am.	11/21	—	11/12	11/15	11/17	2 FPM	U. S. Lines
BLACK OSPREY, Nr.	11/23	11/17	11/21	—	—	5 FPR	Black Diamond Line
BISCHOFSTEIN, Ger.	11/23	—	11/19	11/12	11/14	5 FPDR	U. S. Navigation
A STEAMER, Am.	11/28	—	—	—	—	2 FPM	U. S. Navigation
BLACK CONDOR, Nr.	11/30	—	11/28	11/23	11/26	5 FPR	Black Diamond Line
HAVORN, Nr.	11/30	—	11/23	11/19	11/21	4 FPM	Boyd, Weir & Sewell
GOETTINGEN, Ger.	11/30	—	11/26	11/19	11/21	5 FPDR	U. S. Navigation

BUENAVENTURA, COLOMBIA

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
MAJORKA, Nr.	—	10/29	—	—	—	FT	Grancolombiana
CD. DE MANIZALES, Col.	11/2	—	10/23	10/24	—	1 FR	Grancolombiana
SANTA CECILIA, Am.	11/2	—	—	—	—	1 FPMR	Grace Line
CALI, Sw.	11/2	—	—	—	—	4 FP	Colomar Line
GERDA DAN, Da.	11/8	—	10/30	10/29	—	2 F	West Coast Line
CD. DE MEDELLIN, Col.	11/9	—	10/30	10/31	—	1 FR	Grancolombiana
A STEAMER	11/9	—	—	—	—	4 FP	Colomar Line
SANTA ELISA, Am.	11/9	—	—	—	—	1 FPMR	Grace Line
LEBU, Chil.	11/9	—	11/5	11/3	—	1 FP	Chilean Line
SANTA RITA, Am.	11/14	—	11/8	11/1	—	1 FM	Grace Line
CD. DE IBAGUE, Col.	11/16	—	11/6	11/7	—	1 FR	Grancolombiana
COLOMBIA, Col.	11/16	—	—	—	—	4 FP	Colomar Line
SANTA MARGARITA, Am.	11/21	—	—	—	—	1 FPMR	Grace Line
HEDDA DAN, Da.	11/23	—	11/15	11/14	—	2 F	West Coast Line
SANTA BARBARA, Am.	11/23	—	—	—	—	1 FPMR	Grace Line
CD. DE QUITO, Ecuad.	11/23	—	11/13	11/14	—	1 F	Grancolombiana
BOLIVAR, Sw.	11/23	—	—	—	—	4 FP	Colomar Line
SANTA INES, Am.	11/28	—	11/23	11/17	—	1 FM	Grace Line
COPIAPO, Chil.	11/30	—	11/26	11/24	—	1 FP	Chilean Line
PAULA DAN, Da.	12/6	—	11/29	11/28	—	2 F	West Coast Line

BUENOS AIRES, ARGENTINA

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
SAGOLAND, Sw.	—	10/30	—	—	10/28	3 F	Thor Eckert
BAHIA, Nr.	10/31	—	10/26	10/27	—	4 F	Southern Cross Line
SANTOS, Nr.	10/31	—	10/29	10/27	10/26	4 F	Stockard S.S. Corp.
RIO ARAZA, Arg.	10/31	—	—	—	—	1 F	Boyd, Weir & Sewell
AKKRUMDYK, Du.	10/31	10/23	10/25	10/26	10/27	4 FPMR	Holland-America Line
ARGENTINA, Am.	10/31	—	—	—	—	5 FPMR	Moore-McCormack
RIO TERCERO, Arg.	11/5	—	—	—	—	1 F	Boyd, Weir & Sewell
MORMACREED, Am.	11/2	—	—	—	11/3	4 FM	Moore-McCormack
FREYA TORM, Da.	11/2	—	10/30	10/29	10/31	4 FD	Torm Lines
MORMACISLE, Am.	11/2	—	10/29	10/26	11/3	4 FPMR	Moore-McCormack
RIO TERCERO, Arg.	11/9	—	—	—	—	1 F	Boyd, Weir & Sewell
MORMACOWL, Am.	11/9	—	10/30	10/29	—	4 FM	Moore-McCormack
WILHELMINA, Sw.	11/14	11/4	11/8	11/9	—	6 F	Norton Line

DURBAN, SOUTH AFRICA

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
VERGELEGEN, So. Af.	10/31	—	—	—	—	4 F	States Mar.-Isth. Agency
AFRICAN ENDEAVOR, Am.	10/31	—	10/25	10/24	10/17	4 FPMR	Farrell Lines
ROBIN SHERWOOD, Am.	11/5	10/20	11/1	10/30	—	4 FPMR	Robin Line
AFRICAN SUN, Am.	11/10	—	11/6	11/5	11/3	4 FPMR	Farrell Lines
SO. AF. MERCHANT, So. Af.	11/15	—	—	11/1	—	4 F	States Mar.-Isth. Agency
ROBIN GOODFELLOW, Am.	11/15	10/26	11/10	11/8	10/30	4 FPMR	Robin Line
AFRICAN PILOT, Am.	11/20	—	11/16	11/15	11/14	4 FPMR	Farrell Lines
ROBIN LOCKSLEY, Am.	11/24	11/7	11/19	11/17	—	4 FPMR	Robin Line
NORDPOL, Nr.	11/30	—	—	11/22	—	4 F	States Mar.-Isth. Agency
AFRICAN LIGHTNING, Am.	11/30	—	11/26	11/25	11/24	4 FPMR	Farrell Lines
ROBIN GRAY, Am.	12/5	11/2	11/30	11/28	—	4 FPMR	Robin Line

2783

GENOA, ITALY

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
LIBREVILLE, Nr.	10/31	—	—	—	—	2 FPR	Barber Line
CONCORDIA STAR, Nr.	10/31	—	10/25	10/24	10/23	2 FPRD	Concordia Line
SRBIJA, Yugos.	10/31	—	—	—	—	3 FPM	Cressocean Shipg. Co.
EXFORD, Am.	11/1	10/20	10/27	10/25	10/23	1 FMR	American Export Line
GIACOMO C., It.	11/2	—	—	—	—	1 FP	J. H. Winchester & Co.
EXCALIBUR, Am.	11/2	—	—	10/29	10/25	3 FMR	American Export Line
ROMA, It.	11/2	—	—	—	—	1 FPR	Lauro Lines
SRBIJA, Yugos.	11/7	—	10/29	10/22	11/1	3 FPM	Cressocean Shipg. Co.
CONSTITUTION, Am.	11/7	—	—	—	—	2 FPMR	American Export Line
EXTAVIA, Am.	11/7	—	10/24	10/30	10/26	4 FM	American Export Line
ST. TROPEZ, Fr.	11/15	10/29	11/7	11/19	—	4 FP	Jas. W. Elwell
CONCORDIA FONN, Nr.	11/15	—	11/9	11/8	11/7	1 FPR	Concordia Line
CRISTOFORO COLOMBO, It.	11/15	—	—	—	—	4 FPM	Italian Line
EXPORTER, Am.	11/15	11/2	11/8	11/7	11/5	1 FMR	American Export Line
SLOVENIJA, Yugos.	11/16	—	11/7	11/2	—	3 FPMD	Cressocean Shpg. Co.
EXCAMBION, Am.	11/16	—	—	11/12	11/8	3 FMR	American Export Line
CLEOPATRA, Eg.	11/16	—	—	—	—	(?) FP	Stockard S.S. Corp.
INDEPENDENCE, Am.	11/19	—	—	—	—	2 FPMR	American Export Line
CONCORDIA SKY, Nr.	11/21	—	11/16	11/15	11/14	2 FPRD	Concordia Line
EXCELLOR, Am.	11/21	11/8	11/17	11/15	11/13	4 FM	American Export Line
CONTE BIANCAMANO, It.	11/23	—	—	—	—	4 FPM	Italian Line
POLYSTAR, Nr.	11/24	—	11/15	11/16	—	5 FP	Jas. W. Elwell
EXCHESTER, Am.	11/29	11/16	11/22	11/21	11/19	1 FMR	American Export Line
CONSTITUTION, Am.	11/29	—	—	—	—	2 FPMR	American Export Line
EXOCHORDA, Am.	11/30	—	—	11/26	11/23	3 FMR	American Export Line
ROMA, It.	11/30	—	—	—	—	1 FPR	Lauro Lines
LEOVILLE, Nr.	11/30	—	11/21	11/22	11/23	2 FPR	Barber Line

HAVANA, CUBA

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
KARL CHRISTIAN, Ger.	—	—	11/1	11/2	—	1 F	No. At. & Gulf S.S. Co.
SIBONEY, Nr.	11/2	—	—	—	—	1 FPMR	Ward Line
BAHIA DE NIPE, Cuban	11/2	—	—	—	—	1 FP	Vacuba Line
RIO ESCONDIDO, Nic.	—	—	—	11/2	—	1 FPMR	Ward Line
ELSIE NIELSEN, Da.	11/2	—	—	11/4	—	1 F	United Fruit Co.
MAROSA, Nr.	11/2	—	—	—	—	1 F	No. At. & Gulf S.S. Co.
COVADONGA, Sp.	11/3	—	—	—	—	1 FP	Garcia & Diaz
LIMON, Am.	11/3	—	—	—	—	1 FR	United Fruit Co.
FALKENTAL, Ger.	—	11/8	—	—	—	1 F	Grancolombiana
HADRIAN, Nr.	—	—	11/8	11/9	—	1 F	No. At. & Gulf S.S. Co.
BAHIA DE MARIEL, Cuban	11/9	—	—	—	—	1 FP	Vacuba Line
OTTA, Nr.	11/9	—	—	—	—	1 F	No. At. & Gulf S.S. Co.
ZEUS, Ger.	11/9	—	—	—	—	1 FPMR	Ward Line
CANDIDA, Nr.	11/9	—	—	11/11	—	1 FM	United Fruit Co.
TELA, Pan.	—	—	—	11/9	—	1 FPMR	Ward Line
ESPARTA, Am.	11/10	—	—	—	—	1 FR	United Fruit Co.
WOLFGANG RUSS, Ger.	—	11/15	—	—	—	1 F	Grancolombiana
PROCYON, Nr.	—	—	11/15	11/16	—	1 F	No. At. & Gulf S.S. Co.
BAHIA DE MATANZAS, Cuban	11/16	—	—	—	—	1 FP	Vacuba Line
SIBONEY, Nr.	11/16	—	—	—	—	1 FPMR	Ward Line
A STEAMER	—	—	—	11/16	—	1 FPMR	Ward Line
REGINA, Ger.	11/16	—	—	—	—	1 F	No. At. & Gulf S.S. Co.
COPAN, Hon.	11/16	—	—	11/18	—	1 FM	United Fruit Co.
BARISMINA, Am.	11/17	—	—	—	—	1 FMR	United Fruit Co.
KARL CHRISTIAN, Ger.	—	—	11/22	11/23	—	1 F	No. At. & Gulf S.S. Co.
BAHIA DE NUEVITAS, Cuban	11/23	—	—	—	—	1 FP	Vacuba Line
ATLANTICO, Lib.	11/23	—	—	11/18	—	1 FPMR	Ward Line
ZEUS, Ger.	11/23	—	—	—	—	1 FPMR	Ward Line
MAROSA, Nr.	11/23	—	—	—	—	1 F	No. At. & Gulf S.S. Co.
KIRSTEN TORM, Da.	11/23	—	—	11/25	—	1 FM	United Fruit Co.
A STEAMER, Am.	—	—	—	11/23	—	1 FPMR	Ward Line
WERNER VINNEN, Ger.	11/24	—	—	—	—	1 F	Grancolombiana
FRA BERLANGA, Am.	11/24	—	—	—	—	1 FMR	United Fruit Co.
HADRIAN, Nr.	—	—	11/29	11/30	—	1 F	No. At. & Gulf S.S. Co.
BAHIA DE NIPE, Cuban	11/30	—	—	—	—	1 FP	Vacuba Line
SIBONEY, Nr.	11/30	—	—	—	—	1 FPMR	Ward Line
OTTA, Nr.	11/30	—	—	—	—	1 F	No. At. & Gulf S.S. Co.
A STEAMER	—	—	—	11/30	—	1 FPMR	Ward Line

HAVRE, FRANCE

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
FLANDRE, Fr.	10/30	—	—	—	—	1 FP	French Line
RONDA, Nr.	11/2	—	10/26	10/24	11/5	2 FP	Cosmopolitan Line
AMER. PLANTER, Am.	11/2	10/22	10/24	10/26	10/28	2 FM	U. S. Lines
ILE DE FRANCE, Fr.	11/2	—	—	—	—	1 FP	French Line
AMER. PRODUCER, Am.	11/2	—	10/23	10/25	10/27	2 FM	U. S. Lines
PONT LEVEQUE, Fr.	11/6	—	10/29	10/31	11/2	1 F	French Line
AMER. FARMER, Am.	11/9	10/29	10/31	11/2	11/4	1 FM	U. S. Lines
UNITED STATES, Am.	11/13	—	—	—	—	1 FPM	U. S. Lines
HORDA, Nr.	11/16	—	11/9	11/7	11/5	2 FP	Cosmopolitan Line
AMER. FLYER, Am.	11/16	—	11/6	11/8	11/10	1 FM	U. S. Lines
AMER. BANKER, Am.	11/16	11/5	11/7	11/9	11/11	2 FM	U. S. Lines
PIONEER WAVE, Am.	11/23	11/12	11/14	11/16	11/18	1 FM	U. S. Lines
AMER. LEADER, Am.	11/23	—	11/14	11/16	11/18	2 FM	U. S. Lines
A STEAMER, Am.	11/28	—	—	—	—	4 FPM	U. S. Navigation
UNITED STATES, Am.	11/29	—	—	—	—	1 FPM	U. S. Lines
HEINA, Nr.	11/30	—	11/23	11/21	11/19	2 FP	Cosmopolitan Line
AMERICA, Am.	12/1	—	—	—	—	2 FPM	U. S. Lines

2784

KOBE, JAPAN

	N. Y.	Bost.	Phila.	Balt.	H. Rds	Symbols	Line
JOSEPH FEUER, Am.	—	—	10/29	—	—	2 FPM	Mitsui Line
LISTHOLT, Nr.	10/29	—	—	—	—	2 FP	Stockard S.S. Corp.
SEIKAI MARU, Jp.	10/29	—	—	10/31	—	2 FP	O. S. K. Line
PIONEER MUSE, Am.	10/30	10/26	10/23	—	10/22	6 FPM	American Pioneer Line
TUDOR, Nr.	10/30	—	10/25	10/19	10/22	3 FP	Barber Line
AWOBASAN MARU, Jp.	11/1	—	11/3	—	11/5	2 FP	Mitsui Line
FLYING CLOUD, Am.	11/3	—	10/30	10/29	—	8 FPM	Isbrandtsen Co.
KUINKAWA MARU, Jp.	11/6	—	11/3	11/4	—	3 FP	"K" Line
TREIN MAERSK, Da.	11/6	—	—	—	—	2 FP	Moller S.S. Co.
CITY OF OTTAWA, Br.	11/8	—	11/2	11/5	11/9	4 FP	Norton, Lilly & Co.
PRES. MONROE, Am.	11/10	—	—	11/4	11/6	2 FPMR	Amer. Pres. Line
TENEI MARU, Jp.	11/13	11/5	11/7	11/8	11/10	2 FP	N.Y.K. Line
FLYING TRADER, Am.	11/14	—	11/8	11/6	11/4	8 FPM	Isbrandtsen Co.
KUNIKAWA MARU, Jp.	11/14	—	11/10	11/11	—	3 FP	"K" Line
PANAMA MARU, Jp.	11/15	—	11/5	11/7	11/13	3 FP	O. S. K. Line
JAVANESE PRINCE, Br.	11/15	11/6	—	11/17	11/19	2 FP	Furness Prince
PIONEER MART, Am.	11/15	—	11/8	11/5	11/7	6 FPM	American Pioneer Line
BATAAN, Sw.	11/17	—	11/13	11/11	11/18	7 FPMR	Funch Edye
MUKUHARU MARU, Jp.	11/20	—	11/9	—	—	3 FP	Shinnihon Line
CORNELIUS MAERSK, Da.	11/20	—	11/16	11/15	—	2 FP	Moller S.S. Co.
IVARAN, Nr.	11/21	—	11/8	11/13	11/14	2 FPD	Stockard S.S. Corp.
KORAI MARU, Jp.	11/21	—	11/19	11/17	11/15	2 FRD	Daido Line
PRES. HAYES, Am.	11/24	11/15	—	11/18	11/20	2 FPMR	Amer. Pres. Line
FLYING ENTERPRISE, Am.	11/24	—	11/20	11/19	11/17	8 FPM	Isbrandtsen Co
YAMAHARU MARU, Jp.	11/28	—	11/29	11/30	12/4	3 FP	Yamashita Line
CINGALESE PRINCE, Br.	11/28	11/12	11/23	11/24	—	4 FP	Furness Prince
WAKO MARU, Jp.	11/29	—	11/23	11/25	—	3 FP	O. S. K. Line
ASTORIA MARU, Jp.	11/29	—	11/30	—	—	2 FPM	States Mar.-Isth. Agency
PIONEER MILL, Am.	11/30	11/24	11/22	11/19	11/21	6 FPM	American Pioneer Line
TAMON MARU, Jp.	11/30	11/24	11/26	11/27	11/28	2 FP	N.Y.K. Line
SHOSEI MARU, Jp.	11/30	—	11/28	—	—	2 FP	States Mar.-Isth. Agency

LA GUAIRA, VENEZUELA

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
S.S. ALCOA PURITAN, Am.	10/31	—	—	10/26	10/24	1 FM	Alcoa S.S. Co.
M.S. DORIS, Du.	11/1	—	10/29	—	—	3 FPMR	Royal Netherlands Line
M.V. NORLINDO, Nr.	11/2	—	—	10/30	—	1 F	No. At. & Gulf S.S. Co.
S.S. SANTA MONICA, Am.	11/2	—	—	10/29	—	3 FPMR	Grace Line
M.V. CD. DE VALENCIA, Venz.	11/2	—	—	10/29	—	1 F	Venezuelan Line
S.S. SANTA ROSA, Am.	11/2	—	—	—	—	1 FPMR	Grace Line
S.S. WILLMAR, Nr.	11/7	—	—	11/2	—	1 FM	Alcoa S.S. Co.
M.S. AEGIS, Du.	11/9	—	—	11/5	—	3 FPMR	Royal Netherlands Line
M.V. NORLANTIC, Nr.	11/9	—	11/5	—	—	1 F	No. At. & Gulf S.S. Co.
S.S. SANTA SOFIA, Am.	11/9	—	11/5	—	—	3 FPMR	Grace Line
M.V. CD DE CUMANA, Venz.	11/9	—	—	—	—	1 F	Venezuelan Line
S.S. SANTA PAULA, Am.	11/9	—	—	—	—	1 FPMR	Grace Line
S.S. ALCOA PILGRIM, Am.	11/14	—	—	11/9	11/7	1 FM	Alcoa S.S. Co.
M.S. NORINDA, Sw.	11/15	—	11/13	—	—	3 FPMR	Royal Netherlands Line
S.S. SANTA ROSA, Am.	11/16	—	—	—	—	2 FPMR	Grace Line
M.V. RIO DALE, Nr.	11/16	—	—	11/13	—	1 F	No. At. & Gulf S.S. Co.
S.S. SANTA CLARA, Am.	11/16	—	—	11/12	—	3 FPMR	Grace Line
S.S. SANTA ANA, Am.	11/16	—	—	11/17	—	1 FM	Grace Line
M.V. CD. DE BARQUISIMETO, Vz.	11/16	—	—	11/12	—	1 F	Venezuelan Line
S.S. ALCOA POINTER, Am.	11/21	—	—	11/16	—	1 FM	Alcoa S.S. Co.
S.S. SANTA PAULA, Am.	11/23	—	—	—	—	2 FPMR	Grace Line
S.S. TRITON, Du.	11/23	—	—	11/19	—	3 FPMR	Royal Netherlands Line
M.V. CD DE VALENCIA, Venz.	11/23	—	11/19	—	—	1 F	Venezuelan Line
S.S. SANTA MONICA, Am.	11/23	—	11/19	—	—	3 FPMR	Grace Line
M.V. NORINDIES, Nr.	11/23	—	11/20	—	—	1 F	No. At. & Gulf S.S. Co.
S.S. SANTA TERESA, Am.	11/23	—	11/24	—	—	1 FM	Grace Line
M.S. AGAMEMNON, Du.	11/29	—	11/26	—	—	1 FPMR	Royal Netherlands Line
S.S. SANTA SOFIA, Am.	11/30	—	—	11/26	—	3 FPMR	Grace Line
M.V. NORVANA, Nr.	11/30	—	—	11/27	—	1 F	No. At. & Gulf S.S. Co.
S.S. SANTA ROSA, Am.	11/30	—	—	—	—	3 FPMR	Grace Line
S.S. SANTA CATALINA, Am.	11/30	—	—	12/1	—	1 FM	Grace Line

LISBON, PORTUGAL

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
VULCANIA, It.	10/29	—	—	—	—	1 FPM	Italian Line
PUERTO SOMOZA, Nic.	11/5	—	—	—	11/3	1 FP	Mamenic Line
EXTAVIA, Am.	11/7	—	10/24	10/30	10/26	1 FM	American Export Line
HORTA, Port.	11/9	—	—	—	—	1 FP	East Coast Overseas Corp.
RAGUNDA, Sw.	11/10	10/30	—	11/7	11/5	1 FPR	Thor Eckert
ST. TROPEZ, Fr.	11/15	10/29	11/7	11/19	—	1 FP	Jas. W. Elwell
SATURNIA, It.	11/19	—	—	—	—	1 FPM	Italian Line
EXCELLOR, Am.	11/21	11/8	11/17	11/15	11/13	1 FM	American Export Line
POLYSTAR, Nr.	11/24	—	11/15	11/16	—	1 FP	Jas. W. Elwell

1785

LIVERPOOL, ENGLAND

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
FANAD HEAD, Br.	—	—	—	10/30	10/31	2 FP	Ellerman-Wilson Line
AMER. PACKER, Am.	11/1	—	10/22	10/26	10/28	1 FPM	U. S. Lines
WOLVERINE STATE, Am.	11/1	—	—	—	—	4 FPM	States Mar.-Isth. Agency
BRITANNIC, Br.	11/1	—	—	—	—	1 FPR	Cunard Line
MANCHESTER PORT, Br.	—	—	11/2	10/29	10/31	1 F	Furness Withy
AMER. BUILDER, Am.	11/8	11/10	10/30	11/2	11/4	1 FPM	U. S. Lines
MEDIA, Br.	11/9	—	—	—	—	1 FPR	Cunard Line
SOUTHPORT, Am.	—	—	—	—	11/11	2 FPM	U. S. Lines
AMER. CHIEF, Am.	11/15	—	11/6	11/9	11/11	1 FPM	U. S. Lines
NOVA SCOTIA, Br.	—	11/16	—	—	—	1 FPR	Furness Withy
MANCHESTER TRADER, Br.	—	—	11/16	11/21	11/23	1 F	Furness Withy
AMER. M'FACTURER, Am.	11/22	—	11/13	11/16	11/18	1 FPM	U. S. Lines

MANILA, PHILIPPINE ISLANDS

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
LISTHOLT, Nr.	10/29	—	—	—	—	5 FP	Stockard S.S. Corp.
TUDOR, Nr.	10/30	—	10/25	10/19	10/22	1 FP	Barber Line
PIONEER MUSE, Am.	10/30	10/26	10/23	—	10/22	2 FPM	American Pioneer Line
TOMOE, Fr.	11/5	—	—	—	—	1 FP	Int'l. Freighting Corp.
AMES VICTORY, Am.	11/7	—	10/30	10/28	11/9	1 FM	States Mar.-Isth. Agency
PRES. ARTHUR, Am.	11/8	11/5	—	11/2	11/10	1 FPM	Amer. Pres. Line
CITY OF OTTAWA, Br.	11/8	—	11/2	11/5	11/9	1 FP	Norton, Lilly & Co.
DONA ALICIA, Phil.	11/9	—	11/5	11/2	11/12	1 FPRD	Stockard S.S. Corp.
FERNDALE, Nr.	11/10	—	11/5	11/2	11/1	1 FP	Barber Line
SALLY MAERSK, Da.	11/15	11/9	11/7	11/5	11/17	1 FP	Moller S.S. Co.
PIONEER MART, Am.	11/15	—	11/8	11/5	11/7	1 FPM	American Pioneer Line
JAVANESE PRINCE, Br.	11/15	11/6	—	11/17	11/19	4 FP	Furness Prince
BATAAN, Sw.	11/17	—	11/13	11/11	11/18	1 FPMR	Funch Edye
BRONXVILLE, Nr.	11/20	—	11/15	11/13	11/21	1 FP	Barber Line
KORAI MARU, Jp.	11/21	—	11/19	11/17	11/15	7 FRD	Daido Line
STEEL KING, Am.	11/21	—	11/17	11/16	11/23	1 FMR	States Mar.-Isth. Agency
IVARAN, Nr.	11/21	—	11/8	11/13	11/14	5 FPD	Stockard S.S. Corp.
PRES. HAYES, Am.	11/24	11/15	—	11/18	11/20	6 FPMR	Amer. Pres. Line
PRES. HARDING, Am.	11/24	11/21	—	11/28	11/26	1 FPM	Amer. Pres. Line
JEPPESEN MAERSK, Da.	11/27	11/21	11/19	11/16	11/29	1 FP	Moller S.S. Co.
CINGALESE PRINCE, Br.	11/28	11/12	11/23	11/24	—	1 FP	Furness Prince
PIONEER MILL, Am.	11/30	11/24	11/22	11/19	11/21	2 FPM	American Pioneer Line
TOREADOR, Nr.	11/30	—	11/27	11/23	11/20	1 FP	Barber Line

RIO DE JANEIRO, BRAZIL

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
SAGOLAND, Sw.	—	10/30	—	—	10/28	1 F	Thor Eckert
BAHIA, Nr.	10/31	—	10/26	10/27	—	1 F	Southern Cross Line
SANTOS, Nr.	10/31	—	10/29	10/27	10/26	1 F	Stockard S.S. Corp.
AKKRUMDYK, Du.	10/31	10/23	10/25	10/26	10/27	1 FPMR	Holland-America Line
ARGENTINA, Am.	10/31	—	—	—	—	2 FPMR	Moore-McCormack
LOIDE EQUADOR, Brz.	10/31	—	—	10/29	—	3 F	Lloyd Brasileiro
FREYA TORM, Da.	11/2	—	10/30	10/29	10/31	1 FD	Torm Lines
MORMACREED, Am.	11/2	—	—	—	11/3	1 FM	Moore-McCormack
MORMACISLE, Am.	11/2	—	10/29	10/26	11/3	1 FPMR	Moore-McCormack
LOIDE PERU, Brz.	11/7	—	11/2	11/1	—	2 F	Lloyd Brasileiro
MORMACOWL, Am.	11/9	—	10/30	10/29	—	1 FM	Moore-McCormack
WILHELMINA, Sw.	11/14	11/4	11/8	11/9	—	2 F	Norton Line
RIO DE LA PLATA, Arg.	11/15	—	—	—	—	1 FPMR	Boyd, Weir & Sewell
BUENOS AIRES, Nr.	11/15	—	11/9	11/7	11/5	1 F	Stockard S.S. Corp.
APPINGDEYK, Du.	11/16	11/7	11/9	11/10	11/12	1 FPMR	Holland-America Line
MORMACPENN, Am.	11/16	10/30	—	—	—	1 FPMR	Moore-McCormack
NYLAND, Sw.	11/21	11/13	11/15	11/16	11/17	1 F	Thor Eckert
LOIDE BRASIL, Brz.	11/21	—	11/17	11/16	—	3 F	Lloyd Brasileiro
MORMACSTAR, Am.	11/23	10/31	11/14	11/13	11/3	1 FPMR	Moore-McCormack
BRAZIL, Am.	11/23	—	—	—	—	2 FPMR	Moore-McCormack
GERD TORM, Da.	11/26	11/15	11/19	11/22	11/24	1 F	Torm Lines
FORTUNA, Sw.	11/28	11/14	11/19	11/20	—	2 F	Norton Line
RIO JACHAL, Arg.	11/29	—	—	—	—	1 FPMR	Boyd, Weir & Sewell
MORMACWREN, Am.	11/30	11/15	11/19	11/21	11/20	1 FM	Moore-McCormack
ITAJAI, Sw.	12/5	11/28	11/30	12/1	12/2	1 F	Thor Eckert
MORMACSWAN, Am.	12/7	11/15	11/17	11/29	11/13	1 FPMR	Moore-McCormack
BOW HILL, Nr.	12/14	—	—	12/10	—	1 F	Int'l. Freighting Corp.

SINGAPORE, STRAITS SETTLEMENTS

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
AARDYK, Du.	10/30	—	10/22	—	10/20	4 FPM	Funch Edye
FLYING CLOUD, Am.	11/3	—	10/30	10/29	—	5 FPM	Isbrandtsen Co.
TREIN MAERSK, Da.	11/6	—	—	—	—	8 FP	Moller S.S. Co.
AMES VICTORY, Am.	11/7	—	10/30	10/28	11/9	6 FM	States Mar.-Isth. Agency
PRES. ARTHUR, Am.	11/8	11/5	—	11/2	11/10	4 FPM	Amer. Pres. Line
CITY OF OTTAWA, Br.	11/8	—	11/2	11/5	11/9	6 FP	Norton, Lilly & Co.
PRES. MONROE, Am.	11/10	—	—	11/4	11/6	4 FPMR	Amer. Pres. Line
KOTA GEDE, Du.	11/12	—	—	—	11/2	7 FPM	Funch Edye
FLYING TRADER, Am.	11/14	—	11/8	11/6	11/4	5 FPM	Isbrandtsen Co.
JAVANESE PRINCE, Br.	11/15	11/6	—	11/17	11/19	8 FP	Furness Prince
BRONXVILLE, Nr.	11/20	—	11/15	11/13	11/21	3 FP	Barber Line
CORNELIUS MAERSK, Da.	11/20	—	11/16	11/15	—	7 FP	Moller S.S. Co.
STEEL KING, Am.	11/21	—	11/17	11/16	11/23	6 FMR	States Mar.-Isth. Agency
PRES. HARDING, Am.	11/24	11/21	—	11/18	11/26	6 FPM	Amer. Pres. Line
POLYPHEMUS, Du.	11/24	—	11/16	—	11/15	7 FM	Funch Edye
PRES. HAYES, Am.	11/24	11/15	—	11/18	11/20	7 FPMR	Amer. Pres. Line
FLYING ENTERPRISE, Am.	11/24	—	11/20	11/19	11/17	5 FPM	Isbrandtsen Co.
CINGALESE PRINCE, Br.	11/28	11/12	11/23	11/24	—	9 FP	Furness Prince

STOCKHOLM, SWEDEN

2786

	N. Y.	Bost.	Phila.	Balt.	H. Rds.	Symbols	Line
DANAHOLM, Sw.	11/2	10/16	10/30	10/29	10/27	4 PR	Furness Withy
MORMACTIDE, Am.	11/9	—	11/5	11/4	11/3	4 FPMR	Moore-McCormack
KUNGSHOLM, Sw.	11/9	—	—	—	—	4 FPR	Furness Withy
KRISTINA THORDEN, Sw.	11/9	—	11/2	11/2	11/5	4 FP	Thorden Lines
INDIANA, Sw.	11/9	10/23	11/6	11/5	11/3	4 FD	Furness Withy
MORMACMOON, Am.	11/16	—	11/12	11/8	11/10	4 FPM	Moore-McCormack
NJORDIS THORDEN, Sw.	11/23	—	11/15	11/16	11/19	4 FPRD	Thorden Lines
NEBRASKA, Sw.	11/23	11/6	11/20	11/19	11/17	4 F	Furness Withy
MORMACFIR, Am.	11/23	—	11/19	11/15	11/17	4 FPM	Moore-McCormack
DAKOTA, Sw.	11/30	11/13	11/27	11/26	11/24	4 F	Furness Withy
MORMACRIO, Am.	11/30	—	11/26	11/21	11/24	4 FPMR	Moore-McCormack
SELMA THORDEN, Sw.	11/30	—	11/21	11/23	11/26	4 FPR	Thorden Lines

ABBREVIATIONS

Am.	American	Hon.	Honduran
Arg.	Argentine	It.	Italian
Balt.	Baltimore	Jp.	Japanese
Bel.	Belgian	Lib.	Liberian
Bost.	Boston	Nr.	Norwegian
Br.	British	N.Y.	New York
Brz.	Brazilian	Pan.	Panamanian
Chil.	Chilean	Phil.	Philippine
Col.	Colombian	Phila.	Philadelphia
Da.	Danish	Port.	Portuguese
Du.	Dutch	So. Af.	South African
Ecuad.	Ecuadoran	Sp.	Spanish
Eg.	Egyptian	Sw.	Swedish
Fr.	French	U.S.	United States
Ger.	German	Venz.	Venezuelan
H. Rds.	Hampton Roads	Vz.	Venezuelan
Yugos.	Yugoslavian		

SYMBOLS

Number under symbol column indicates order of port of call for vessel involved.

D	Deep Tanks	P	Passengers
F	Freight	R	Refrigeration
M	Mail		

2787

1902
[Vol. 2787]

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I&S Docket 6615
Witness EDWARD K. LAUX
Page of

EXCERPT FROM

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY
AND
UNITED STATES SHIPPING BOARD

PORT SERIES No. 2

THE PORT OF BOSTON MASSACHUSETTS

Prepared by the
BOARD OF ENGINEERS FOR RIVERS AND HARBORS
WAR DEPARTMENT
In cooperation with the
BUREAU OF RESEARCH
UNITED STATES SHIPPING BOARD

WASHINGTON
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[fol. 2788]

THE FREIGHT-RATE SITUATION.

While the physical facilities provided at the port determine its capacity for the accommodation of business, the utilization of these facilities is dependent upon other factors influencing the routing of traffic. Among these factors are the rail and ocean rates to and from the port. To afford a clear understanding of the influence of freight rates on the business of Boston a brief statement of the rate situation will be given.

The terminals of the Baltimore & Ohio railroad were originally constructed at Baltimore, those of the Pennsylvania Railroad at Philadelphia, and those of the New York Central, Lackawanna, and Erie Railroads at New York. The New York Central and its connections opened the first through route from New York to Chicago in 1852 and through rates were first published in 1857. The lines of the Pennsylvania System were extended to Chicago in 1858; those of the Erie several years later, and the Baltimore & Ohio reached Chicago for the first time in 1874. The competition of these lines for traffic with the west resulted in a serious rate war. At that time, as at present, grain was the commodity most sought. In 1877 a written agreement was signed by the New York Central, Erie, Pennsylvania, and the Baltimore & Ohio, the object of which was stated in the preamble as follows:

> To avoid all future misunderstandings in respect to the geographical advantages or disadvantages of the cities of Baltimore, Philadelphia, and New York as affected by rail and ocean transportation and with a view to effecting an equalization of the aggregate cost of rail and ocean transportation between all competitive points in the West and Southwest and all domestic or foreign ports reached through the above cities.

This agreement provided that export rates to Boston should be no higher than those to New York, that the rates to Philadelphia should be 2 cents per hundred pounds lower than those to New York, and that the rates to Baltimore should be 3 cents lower than the rates to New York. As stated in the preamble, the object of these differentials was to equalize differences in the cost of transportation through the several ports concerned from competitive territory. The territory from which these differentials apply is bounded on the east by a line from Buffalo to Pittsburgh, on the south by the Ohio River, on the west by the Mississippi River, and on the north by the Great Lakes and a line running from Chicago nearly due west to Dubuque, Iowa. While Norfolk and Newport News were not specifically in-

2789

cluded in the agreement the rail lines to these ports have adopted the Baltimore rates from Chicago. Portland, Me., has the same export rates as Boston and New York, but these rates do not apply over the principal American trunk lines. Rates on grain and iron and steel were eventually assigned differentials of 1 cent to Philadelphia and 1½ cent to Baltimore under the New York rate. The agreement of April 5, 1877, provided that the terminal charges for storing and loading grain should be the same at all the ports and this charge was then fixed at 1½ cents per bushel.

In the report of the Interstate Commerce Commission in the matter of differential rates to New York, Philadelphia, and Baltimore, decided April 30, 1898, it was stated that "The agreement of April 5, 1877, by which these differentials were originally fixed, recognized as their justification the fact that the ocean freights to European markets were less from New York than from Baltimore and Philadelphia and that the inland rates to New York ought to be correspondingly higher in order to equalize the other rates. The advisory commission of 1882 found this same condition of things and made that, in some measure at least, a reason for recommending that the differentials be not disturbed.". The following table from the report of the commission shows the differences at that time in the freight rates on wheat from New York, Boston, Philadelphia, and Baltimore to Liverpool:

Investigation by the Interstate Commerce Commission in 1897 showed that berth rates were lower at Boston than at New York by an average of perhaps 1 cent per 100 pounds, and that they were higher at Philadelphia and Baltimore than at New York by 1½ to 2 cents per hundred pounds. Under the conditions prevailing at the time of the several investigations of the Interstate Commerce Com-

2791

mission, it appears that the combination of the rail and ocean rates considered in connection with other conditions made the cost of shipment through north Atlantic ports approximately the same. Hence there were no rate conditions so unduly preferential to any one port as to give it a distinct advantage in trade at the expense of any or all competing ports.

The opinion repeatedly expressed by the Interstate Commerce Commission to the effect that all of the competing Atlantic ports should be kept open for the transaction of export business upon such terms that each may fairly compete for it has been generally regarded as sound. The maintenance of competitive conditions is not only desirable in fairness to the ports themselves, but it is essential in order to secure an even flow of traffic and prevent the congestion at certain ports which is chiefly responsible for the failure of our transportation system to meet the demands brought upon it during periods of business activity. Moreover, the ability of the port to serve the local territory which is properly tributary to it may be impaired if it be deprived of through business.

In determining the effect of rates upon port development, we must view transportation in its broader aspects. It is not sufficient to compare rail rates alone, nor water rates alone, nor is it even sufficient to compare the combination of rail and water rates. We must consider every factor affecting the movement of traffic between origin and final destination. We must consider the character of the traffic and determine whether it is correctly balanced to afford proper loading and remunerative operating conditions for the vessels which may be expected to utilize the port. We have a duty to perform in bringing about conditions which will enable our great railroad systems to operate profitably, and an equal duty to establish conditions which will encourage the upbuilding of the American merchant marine. We have also the duty imposed by Congress to develop water transportation and to investigate the causes of congestion of commerce at ports and the remedies applicable thereto, and to investigate any other matter that may tend to promote and encourage the use by vessels of ports adequate to care for the freight which would naturally pass through such ports.

Rail rates and charges for switching, wharfage, handling, storage, and the conditions applicable thereto, all have a bearing upon the larger questions which demand consideration in the interests of the people as a whole. The tasks of perfecting our land transportation facilities and developing our merchant marine must be regarded as inseparable. When we have so adjusted traffic conditions as to induce a more correctly balanced movement of freight to and from our important ports, we shall have established at the same time the basis of successful shipping and successful port development. To

2791

permit it to remain necessary for business to seek congested routes and outlets is to place an unwarranted handicap upon our trade and to limit the efficiency of both cars and vessels as units of transport. Cars used for storage purposes and vessels held in port because of nonarrival of cargo are not performing their proper functions. The assessment of demurrage charges in no way compensates the public for the loss sustained on the business itself nor for the resulting lack of needed transportation facilities.

It is not believed to be the duty of the Government, however, to place a port with obsolete facilities on the same basis as a port having modern and economical facilities. The Government should not place a premium upon inefficiency by so adjusting rates as to offset needlessly high port expenses.

The export rates from the West to Boston have been the same as the rates to New York. It has been contended that New York has important advantages that compensate for the differentials of 2 and 3 cents in favor of Philadelphia and Baltimore respectively. The free lighterage service alone affords substantial advantages to a shipper by permitting him to change the local destination at will, and since the domestic and export rates are usually the same it matters little whether he ships on through or open bill of lading. This lighterage service was formerly estimated to cost the railroads 3 cents per hundred pounds, and as pointed out in the report of the Interstate Commerce Commission on the New York Harbor case, the rail carriers deduct the lighterage charge before prorating, while the Pennsylvania Railroad also deducts a similar amount on traffic to other points in the New York rate group on which the lighterage service is not rendered. Most of the carriers serving the port of New York permit shippers to bill freight intended for delivery in New York or Brooklyn to "New York Lighterage," without more specific designation of the place of delivery, the understanding being that cars thus billed will be hauled by the carriers to their holding yard at or near the port, to be forwarded later to some point in the harbor upon receipt of definite instructions from the shipper or consignee. If these instructions are received before the car reaches the holding point, no charge in addition to the transportation rate is made for forwarding it to any point within lighterage limits. If the instructions are not received before the car reaches the holding point, an additional charge of $3 is imposed, equal to about 9 cents a ton or 4½ mills per hundred pounds.

In addition to the free lighterage system and equal domestic and export rates New York has other pronounced advantages. It is the terminus of several trunk lines from the West; it has to all ports of the world frequent vessel service built up as a result of both natural and artificial advantages; it has large banking institutions

for financing foreign trade, and numerous forwarding agents for handling the business. The markets accessible from New York include practically the entire world. Hence we find that much cotton originating in the South goes to New York by rail and coastwise vessels and is distributed from this port to its many foreign and domestic destinations. Large quantities of flour are shipped from Tacoma, Seattle, and Portland by way of the Panama Canal to New York, and thence to the varied world markets which can not be reached so surely and conveniently from the Pacific.

With all these important advantages New York has easily maintained her position as the first port of the Nation, notwithstanding the rail differentials in favor of her southerly competitors. Boston, however, without the advantages of New York but with similar export and import rates and higher domestic rates, is under serious disadvantages.

Export class rates from Chicago (all rail)

[Rates in cents per 100 pounds.]

To—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	110½	97	73	50½	43	35½	−2	2	2	2	2	2
Boston	112½	99	75	52½	45	37½	.....	.....	.....	.....	.....	.....
New York	112½	99	75	52½	45	37½	.....	.....	.....	.....	.....	.....
Philadelphia	110½	97	73	50½	43	35½	−2	2	2	2	2	2
Baltimore	109½	96	72	49½	42	34½	−3	3	3	3	3	3
Newport News	109½	96	72	49½	42	34½	−3	3	3	3	3	3
Savannah, Charleston and Brunswick[1]	112½	99	75	52½	45	37½	.....	.....	.....	.....	.....	.....
New Orleans[1]	112½	99	75	52½	45	37½	.....	.....	.....	.....	.....	.....

To—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1.	2	3	4	5	6	1	2	3	4	5	6
Montreal	155½	136½	103	71½	61	50½	−2	2	2	2	2	2
Boston	157½	138½	105	73½	63	52½	.....	.....	.....	.....	.....	.....
New York	157½	138½	105	73½	63	52½	.....	.....	.....	.....	.....	.....
Philadelphia	155½	136½	103	71½	61	50½	−2	2	2	2	2	2
Baltimore	154½	135½	102	70½	60	49½	−3	3	3	3	3	3
Newport News	154½	135½	102	70½	60	49½	−3	3	3	3	3	3
Savannah, Charleston, and Brunswick[1]	150	132	100	70	60	50	−7½	6½	5	3½	3	2½
New Orleans[1]	150	132	100	70	60	50	−7½	6½	5	3½	3	2½

[1] Official Classification.

2793

Export class rates from Cincinnati (all rail)

[Rates in cents per 100 pounds.]

To—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	96	84	63½	43½	37	30½	−2	2	2	2	2	2
Boston	98	86	65½	45½	39	32½						
New York	98	86	65½	45½	39	32½						
Philadelphia	96	84	63½	43½	37	30½	−2	2	2	2	2	2
Baltimore	95	83	62½	42½	36	29½	−3	3	3	3	3	3
Newport News	95	83	62½	42½	36	29½	−3	3	3	3	3	3
Savannah, Charleston, and Brunswick	95	83	62½	42½	36	29½	−3	3	3	3	3	3
New Orleans	102½	90½	68½	48	41	34	+4½	4½	3	2½	2	1½

To—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	135	118½	89½	62	53	43½	−2	2	2	2	2	2
Boston	137	120½	91½	64	55	45½						
New York	137	120½	91½	64	55	45½						
Philadelphia	135	118½	89½	62	53	43½	−2	2	2	2	2	2
Baltimore	134	117½	88½	61	52	42½	−3	3	3	3	3	3
Newport News	134	117½	88½	61	52	42½	−3	3	3	3	3	3
Savannah, Charleston, and Brunswick	119	104	78	53	49	37	−18	16½	13½	11	6	8½
New Orleans	128	113	85½	60	51½	42½	−9	7½	6	4	3½	3

Export class rates from Cleveland (all rail).

[Rates in cents per 100 pounds.]

To—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	86	75	56½	39	33	27½	+6	4½	3	1½	1	1
Boston	80	70½	53½	37½	32	26½						
New York	80	70½	53½	37½	32	26½						
Philadelphia	78	68½	51½	35½	30	24½	−2	2	2	2	2	2
Baltimore	77	67½	50½	34½	29	23½	−3	3	3	3	3	3
Newport News	80	70½	53½	37½	31½	26					½	½
Savannah, Charleston, and Brunswick	80	70½	53½	37½	32	26½						
New Orleans	80	70½	53½	37½	32	26½						

To—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	121	106	80	55½	47	39	+9	7½	5½	2½	2½	1½
Boston	112	98½	74½	52	44½	37½						
New York	112	98½	74½	52	44½	37½						
Philadelphia	110	96½	72½	50	42½	35½	−2	2	2	2	2	2
Baltimore	109	95½	71½	49	41½	34½	−3	3	3	3	3	3
Newport News	112	98½	74½	52	44½	37½						
Savannah, Charleston, and Brunswick	106½	94	71½	50	42½	35½	−5½	4½	3	2	2	2
New Orleans	106½	94	71½	50	42½	35½	−5½	4½	3	2	2	2

2744

Export class rates from Pittsburgh (all rail).

[Rates in cents per 100 pounds.]

To—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	86	75	56½	39	33	27½	+18½	15½	11½	7½	6	5
Boston	67½	59½	45	31½	27	22½						
New York	67½	59½	45	31½	27	22½						
Philadelphia	61½	53½	43	29½	25	20½	−6	6	2	2	2	2
Baltimore	59½	51½	42	28½	24	19½	−8	8	3	3	3	3
Newport News	83½	73	55	37½	31	26	+16	13½	10	6	4½	3½
Savannah and Charleston [1]	119	100	94	87½	72½	57½	+51½	40½	49	56	45½	35
New Orleans [1]	145	119	99	76½	61½	54	+77½	59½	54	45	34½	31½

To—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	121	106	80	55½	47	39½	+26½	22½	17	11½	9	8
Boston	94½	83½	63	44	38	31½						
New York	94½	83½	63	44	38	31½						
Philadelphia	86	75	60	41½	35	28½	− 8½	8½	3	2½	3	3
Baltimore	83½	72	59	40	33½	27½	−11	11½	4	4	4½	4
Newport News	117	102	77	52½	44	36½	+22½	18½	14	8½	6	5
Savannah and Charleston [1]	158½	133½	125½	116½	96½	76½	+64	50	62½	72½	58½	45
New Orleans	193½	158½	132	102	82	72	+99	75	69	58	44	40½

[1] Southern Classification.

Export class rates from St. Louis (all rail).

[Rates in cents per 100 pounds.]

To—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	129½	114	86	59½	50½	42	− 2	2	2	2	2	2
Boston	131½	116	88	61½	52½	44						
New York	131½	116	88	61½	52½	44						
Philadelphia	129½	114	86	59½	50½	42	− 2	2	2	2	2	2
Baltimore	128½	113	85	58½	49½	41	− 3	3	3	3	3	3
Newport News	128½	113	85	58½	49½	41	− 3	3	3	3	3	3
Savannah, Charleston, and Brunswick	128½	113	85	58½	49½	41	− 3	3	3	3	3	3
New Orleans	102½	90½	68½	48	41	34	−29	25½	19½	13½	11½	10

To—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	182½	160	121	84	71½	59½	− 2	2	2	2	2	2
Boston	184½	162	123	86	73½	61½						
New York	184½	162	123	86	73½	61½						
Philadelphia	182½	160	121	84	71½	59½	−2	2	2	2	2	2
Baltimore	181½	159	120	83	70½	58½	−3	3	3	3	3	3
Newport News	181½	159	120	83	70½	58½	−3	3	3	3	3	3
Savannah, Charleston, and Brunswick	171½	150½	113½	78	66	54½	−13	11½	9½	8	12½	3

The above rate tables show that on export business from Chicago, Boston is at a disadvantage as compared with Montreal, Philadelphia, Baltimore, Norfolk and Newport News, Charleston, Savannah, Brunswick, and Gulf ports, and that the advantage of south Atlantic and Gulf ports, amounting to 7½ cents on first-class freight, is due to the unequal horizontal increases which became effective August 26, 1920. On export traffic from Cleveland, Boston takes a rate on first-class goods 5½ cents higher than New Orleans. The distance from Cleveland to Boston is 682 miles, as compared with a distance of 1,092 miles from Cleveland to New Orleans.

On traffic from Pittsburgh, the rates to Boston are lower than to south Atlantic and Gulf ports, but the differentials are so greatly in favor of Philadelphia and Baltimore as to eliminate Boston from any substantial share in export business of the Pittsburgh district.

It may be accepted that vessels will go to any port where profitable cargo may be obtained. While the combination of the rail and ocean rates determines to an important degree the selection of the outlet in the case of shipments via the regular lines, this is not true to the same extent in the case of tramps. Such vessels are not bound by rate agreements and they frequent the ports having the lowest rail rates to and from the interior, because heavy cargo in sufficient quantity to provide full loads is more apt to seek those ports. Recent charters for carrying grain to the United Kingdom and Europe range from 18 cents to 24 cents. There is apparently little difference in the rates from Montreal and Baltimore, having in mind the exchange rate, and a difference of only 2 or 3 cents between the Baltimore and Gulf rates. Boston obtains little or none of this business. The rail differentials against Boston, therefore, constitute disadvantages in trade which no adjustment of berth rates can entirely overcome.

2796

On import business the disadvantages of Boston are even greater than on export business, as will be seen from the following:

Import class rates to Chicago, Ill. (all rail).

[Rates in cents per 100 pounds.]

From—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	104½	91	72	49½	42	34½	−8	8	3	3	3	3
Boston	112½	99	75	52½	45	37½						
New York	112½	99	75	52½	45	37½						
Philadelphia	106½	93	73	50½	43	35½	−6	6	2	2	2	2
Baltimore	104½	91	72	49½	42	34½	−8	8	3	3	3	3
Newport News	98½	87	69	46½	40	32½	−14	12	6	6	5	5
Savannah	104½	91	72	49½	42	34½	−8	8	3	3	3	3
New Orleans	94½	81	63	44½	39	31½	−18	18	12	8	6	6

From—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	146½	127½	101	69½	59	48½	−11	11	4	4	4	4
Boston	157½	138½	105	73½	63	52½						
New York	157½	138½	105	73½	63	52½						
Philadelphia	151½	132½	103	71½	61	50½	−6	6	2	2	2	2
Baltimore	149½	130½	102	70½	60	49½	−8	8	3	3	3	3
Newport News	138	122	96½	65	56	45½	−19½	16½	8½	8½	7	7
Savannah	138½	121½	96	66	56	46	−19	17	9	7½	7	6½
New Orleans	126	108	84	59½	52	42	−31½	30½	21	14	11	10½

Import class rates to Cincinnati, Ohio (all rail).

[Rates in cents per 100 pounds.]

From—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	90	78	62½	42½	36	29½	−8	8	3	3	3	3
Boston	98	86	65½	45½	39	32½						
New York	98	86	65½	45½	39	32½						
Philadelphia	92	80	63½	43½	37	30½	−6	6	2	2	2	2
Baltimore	90	78	62½	42½	36	29½	−8	8	3	3	3	3
Newport News	84	74	59½	39½	34	27½	−14	12	6	6	5	5
Savannah	90	78	62½	42½	36	29½	−8	8	3	3	3	3
New Orleans	80	68	53½	37½	33	26½	−18	18	12	8	6	6

From—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	126	109	87½	59½	50½	41½	−11	11½	4	4	4	4
Boston	137	120½	91½	63½	54½	45½						
New York	137	120½	91½	63½	54½	45½						
Philadelphia	131	114½	89½	61½	52½	43½	−6	6	2	2	2	2
Baltimore	129	112½	88½	60½	51½	42½	−8	8	3	3	3	3
Newport News	117½	103½	83½	55½	47½	38½	−19½	17	8	8	7	7
Savannah	112½	97½	78	53	45	37	−24½	23	13½	10½	9½	8½
New Orleans	100	85	67	47	41½	33	−37	35½	24½	16½	13	12½

2797

Import class rates to Cleveland, Ohio (all rail).

[Rates in cents per 100 pounds.]

From—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	72	62½	50½	34½	29	22½	−8	8	3	3	3	3
Boston	80	70½	53½	37½	32	25½						
New York	80	70½	53½	37½	32	25½						
Philadelphia	74	64½	51½	35½	30	24½	−6	6	2	2	2	2
Baltimore	72	62½	50½	34½	29	22½	−8	8	3	3	3	3
Newport News	83½	73	55	37½	31½	26	+3½	2½	1½	.....	−½	−½
Savannah[1]												
New Orleans	137½	112½	94	72½	59	51½	+57½	42	40½	35	27	25

From—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	101	87½	70½	48½	40½	33	−11	11	4½	4	4½	4
Boston	112	98½	75	52½	45	37						
New York	112	98½	75	52½	45	37						
Philadelphia	106	92½	73	50½	43	35	−6	6	2	2	2	2
Baltimore	104	90½	72	49½	42	34	−8	8	3	3	3	3
Newport News	117	102	77	52½	44	36½	+5	3½	2	.....	−1	−½
Savannah[1]												
New Orleans	246½	210	173	149	119	99	+134½	111½	98	96½	74	62

[1] No through rate published.

Import class rates to Pittsburgh, Pa. (all rail).

[Rates in cents per 100 pounds.]

From—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	104½	91	72	49½	42	34½	+32	27½	24	15	12½	10
Boston	72½	63½	48	34½	29½	24½						
New York	67½	59½	45	31½	27	22½	−5	4	3	3	2½	2
Philadelphia	61½	53½	43	29½	25	20½	−11	10	5	5	4½	4
Baltimore	59½	51½	42	28½	24	19½	−13	12	6	6	5½	5
Newport News	83½	73	55	37½	31½	26	+11	9½	7	3	2	1½
Savannah[1]	119	100	94	87½	72½	57½	+46½	36½	46	53	43	33
New Orleans	137½	112½	94	72½	59	51½	+65	49	46	38	29½	27

From—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	146½	127½	101	69½	59	48½	+45	38½	34	21	17½	14
Boston	101½	89	67	48½	41½	34½						
New York	94½	83½	63	44	38	31½	−7	5½	4	4½	3½	3
Philadelphia	86	75	60	41½	35	28½	−15½	14	7	7	6½	6
Baltimore	83½	72	59	40	33½	27½	−18	17	8	8½	8	7
Newport News	117	102	77	52½	44	36½	+15½	13	10	4	2½	2
Savannah[1]	158½	133½	125½	116½	96½	76½	+57	44½	58½	68	55	42
New Orleans	246½	210	173	149	119	99	+145	121	106	100½	77½	64½

[1] Governed by Southern Classification.

2798

2798

Import class rates to St. Louis, Mo (all rail).

[Rates in cents per 100 pounds.]

From—	In effect Aug. 25, 1920. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	123½	108	85	58½	49½	41	− 8	8	3	3	3	3
Boston	131½	116	88	61½	52½	44						
New York	131½	116	88	61½	53½	44						
Philadelphia	125½	110	86	59½	50½	42	− 6	6	2	2	2	2
Baltimore	123½	108	85	58½	49½	41	− 8	8	3	3	3	3
Newport News	117½	104	82	55½	47½	39	−14	12	6	6	5	5
Savannah	123½	108	85	58½	49½	41	− 8	8	3	3	3	3
New Orleans	113½	98	76	53½	46½	38	−18	18	12	8	6	6

From—	In effect Dec. 1, 1921. Classes.						Differentials against Boston. Classes.					
	1	2	3	4	5	6	1	2	3	4	5	6
Montreal	173	151	119	82	69½	57½	−11	11½	4	4	4	4
Boston	184	162½	123	86	73½	61½						
New York	184	162½	123	86	73½	61½						
Philadelphia	178	156½	121	84	71½	59½	− 6	6	2	2	2	2
Baltimore	176	154½	120	83	70½	58½	− 8	8	3	3	3	3
Newport News	164½	145½	115	77½	66½	54½	−19½	17	8	8½	7	7
Savannah	163½	144	113½	78	66	54½	−20½	18½	9½	8	7½	7
New Orleans	151½	130½	101½	71½	62	50½	−32½	32	21½	14½	11½	11

The above tables show the existence of differentials against Boston on imports to Chicago of sufficient importance to seriously affect business through the port. That this is the case is borne out by the statistics accompanying this report, and by an examination made of the forwarding books of the Boston & Maine Railroad at Rotterdam Junction, N. Y. This examination showed that during the last few years the movements for western delivery in carloads have been confined principally to burlaps, sugar, cotton and vegetable oils. The agent at Rotterdam Junction estimates that about 90 per cent of the westbound cars are empty, as compared with a normal of 60 to 65 per cent 10 years ago.

On imports to Chicago, Boston is at a disadvantage as compared with all the Atlantic and Gulf ports included in the table except New York. On first and second class freight Montreal has an advantage of 11 cents, with 4 cents on classes 3 to 6. Philadelphia and Baltimore have rates 6 and 8 cents lower on classes 1 and 2, and 2 and 3 cents lower, respectively, on classes 3 and 6. Newport News has differentials under the Boston rates ranging from 19½ cents on class 1 to 7 cents on class 6; while New Orleans has differentials under the Boston rates ranging from 31½ cents to 10½ cents. With the lower rates at Montreal on one hand and the lower rates at all ports south of New York on the other hand, Boston is able to attract only such

import traffic for western delivery as is incidental to the shipping services operating in connection with her large importations of raw material for consumption in New England.

In connection with Boston's import trade, attention is invited to the following table of rates in effect in 1912, which shows that Boston formerly had all rail import rates similar to those at Baltimore, and that Boston rates both all rail, and lake and rail, were lower than the New York rates:

RATES IN 1912.

Westbound all-rail class rates to Chicago, Ill., from Atlantic ports.

[Rates in cents per 100 pounds.]

From—	Classes.					
	1	2	3	4	5	6
Boston:						
Domestic	75	65	50	35	30	25
Import	67	57	47	32	27	22
New York, domestic and import	75	65	50	35	30	25
Philadelphia:						
Domestic	69	59	48	33	28	23
Import	67	57	47	32	27	22
Baltimore, domestic and import	67	57	47	32	27	22

Westbound lake and rail class rates to Chicago, Ill., from Atlantic ports.

[Rates in cents per 100 pounds.]

From—	Classes.					
	1	2	3	4	5	6
Boston:						
Domestic	62	54	41	30	25	21
Import	57	50	38	27	23	20
New York, domestic and import	62	54	41	30	25	21
Philadelphia, domestic and import	56	48	39	28	23	19
Baltimore, domestic and import	54	46	38	27	22	18

In order to take advantage of the export rate, goods must be shipped on export bill of lading naming the steamer on which space has been reserved.

The current tariff of the Central Freight Association covering rates to Atlantic ports, contains the following relative to the application of export rates on shipments way-billed and bills of lading issued at the export rates named therein:

If shipments are not entitled to the export rate on account of split deliveries, or if accepted for local consumption, rates applying on domestic traffic will be assessed against the property.

Eastbound freight not consigned in shipping order or bill of lading for export, which is ordered for exportation after arrival of shipment at Baltimore, Md., Newport News, Va., Norfolk, Va., New York, N. Y., Philadelphia, Pa., Pinners Point, Va., Boston, Mass., East Boston, Mass., Portland, Me., are subject to the rates, rules and regulations applicable on domestic traffic.

2800

Of the ports named, Boston, East Boston, and Portland are the only ones to suffer materially by the application of the rule.

Boston has the New York rate only on foreign business, and shipments to Boston on domestic bills of lading take a rate from Chicago 7 cents higher than New York on first-class freight; 6 cents on second class, 5 cents on third class, 4 cents on fourth class, 3 cents on fifth class, and 2 cents on sixth class. On wheat and flour the domestic rates at Boston are 6½ cents and 6 cents, respectively, above the export (reshipping) rates.

The following table shows the relation of domestic class rates to import and export class rates at important Atlantic ports.

Comparison of domestic and import rates, first class, from Atlantic ports to Pittsburgh, Cleveland, Cincinnati, Chicago, and St. Louis.

[Rates in cents per 100 pounds.]

From—	Pittsburgh.	Cleveland.	Cincinnati.	Chicago.	St. Louis.
Portland, Me.:					
Import	101½	112	137	157½	184
Domestic	101½	112	137	157½	184
Boston, Mass.:					
Import	01½	112	137	157½	184
Domestic	01½	112	137	157½	184
New York, N. Y.:					
Import	94½	112	137	157½	184
Domestic	94½	112	137	157½	184
Philadelphia, Pa.:					
Import	86	106	131	151½	178
Domestic	86	106	131	151½	178
Baltimore, Md.:					
Import	83½	104	129	149½	176
Domestic	83½	104	129	149½	176
Norfolk, Va.:					
Import	117	117	117½	138	164½
Domestic	117	117	117½	138	164½

Comparison of domestic and export rates, first class, to Atlantic ports, from Pittsburgh, Cleveland, Cincinnati, Chicago, and St. Louis.

[Rates in cents per 100 pounds.]

To—	From—				
	Pittsburgh.	Cleveland.	Cincinnati.	Chicago.	St. Louis.
Portland, Me.:					
Export[1]	94½	112	137	157½	184
Domestic	101½	119	144	164½	191
Boston, Mass.:					
Export	94½	112	137	157½	184
Domestic	101½	119	144	164½	191
New York, N. Y.:					
Export	94½	112	137	157½	184
Domestic	94½	112	137	157½	184
Philadelphia, Pa.:					
Export	86	110	135	155½	182
Domestic	86	110	135	155½	182
Baltimore, Md.:					
Export	83½	109	134	154½	181
Domestic	83½	109	134	154½	181
Norfolk, Va.:					
Export	117	112	134	154½	181
Domestic	117	118	134	154½	181

[1] Export rates to Portland, Me., do not apply via the Baltimore & Ohio R. R., Buffalo, Rochester & Pittsburgh R. R., Central Railroad of New Jersey, Delaware & Hudson R. R., Delaware, Lackawanna & Western R. R., Erie R. R. (lines east), Lehigh Valley R. R., Maine Central R. R., New York Central R. R. (east), New York, Ontario & Western R. R., Pennsylvania R. R., Philadelphia & Reading R. R., Western Maryland R. R., and West Shore R. R. Export rates to Portland via these lines are the same as those applying on domestic traffic.

It will be seen that under existing rates, Boston would scarcely be selected as a point of accumulation for goods to be held in storage at seaboard, either in public warehouses or in warehouses of the manufacturer, and intended either for domestic or foreign destination. Boston has a large amount of public and private storage space, which might be used for storage of the flour which is needed at this port, in addition to grain, in order to furnish heavy cargo. Rates on flour and grain are as follows:

Domestic and export carload reshipping rates on grain from points named to Atlantic ports, in effect Dec. 1, 1921.

[In cents per 100 pounds.]

To—	From—				
	Chicago.	St. Louis.	Cairo.	Minneapolis.	Kansas City.
Halifax, Nova Scotia	56½	61½	63½	71½	77
Export	23½	27½	28½	38½	43
St. John, New Brunswick	55½	60½	62½	70½	76
Export	22½	26½	27½	37½	42
Quebec, Quebec	44	49	51	59	64½
Export	22½	26½	27½	37½	42
Montreal, Quebec	36½	41½	42½	51½	57
Export	21½	25½	26½	36½	41
Portland, Me	32	37	38	47	52½
Export[1]	22½	26½	27½	37½	42
Boston, Mass	32	37	38	47	52½
Export	22½	26½	27½	37½	42
New York, N. Y	30	35	36	45	50½
Export	22½	26½	27½	37½	42
Philadelphia, Pa	28	33	34	43	48½
Export	21½	25½	26½	36½	41
Baltimore, Md	27	32	33	42	47½
Export	21	25	26	36	40½

Domestic and export carload reshipping rates on flour from points named to Atlantic ports, in effect Dec. 1, 1921.

[In cents per 100 pounds.]

To—	From—				
	Chicago.	St. Louis.	Cairo.	Minneapolis.	Kansas City.
Halifax, Nova Scotia	57½	62½	64½	72½	78
Export	24½	28½	30	39½	44
St. John, New Brunswick	56	61	63	71	76½
Export	23½	27½	29	38½	43
Quebec, Quebec	45	50	52	60	65½
Export	23½	27½	29	38½	43
Montreal, Quebec	37	42	43½	52	57½
Export	22½	26½	28	37½	42
Portland, Me	32½	37½	38½	47½	53
Export[1]	23½	27½	29	38½	43
Boston, Mass	32½	37½	38½	47½	53
Export	23½	27½	29	38½	43
New York, N. Y	30½	35½	36½	45½	51
Export	23½	27½	29	38½	43
Philadelphia, Pa	28½	33½	34½	43½	49
Export	22½	26½	28	37½	42
Baltimore, Md	27½	32½	33½	42½	48
Export	21½	25½	27	36½	41

[1] Export rates to Portland, Me., do not apply via Baltimore & Ohio R. R., Buffalo, Rochester & Pittsburgh R. R., Central Railroad of New Jersey, Delaware & Hudson R. R., Delaware, Lackawanna & Western R. R., Erie R. R. (lines east), Lehigh Valley R. R., Maine Central R. R., New York Central R. R. (east) New York, Ontario & Western R. R., Pennsylvania R. R., Philadelphia & Reading Ry., Western Maryland R. R., nor West Shore R. R. Export rates to Portland via these lines are the same as those applying on domestic traffic.

All-rail rates on grain for export.

[In cents per 100 pounds.]

IN EFFECT IN 1915.

From—	To—		Differentials.
	Boston.	New Orleans.	
Chicago, Ill.	13	13½	-½
St. Louis, Mo.	16	10½	5½
Omaha, Nebr.	25	19½	5½
Kansas City, Mo.	25	18½	6½

IN EFFECT DEC. 1, 1921.

Chicago, Ill.	22½	29	-6½
St. Louis, Mo.	26½	18	8½
Omaha, Nebr.	42	33½	8½
Kansas City, Mo.	42	32½	9½

280-3

[Fol. 2803] 1920

The accompanying table prepared by the Shipping Board shows the combined rail and ocean rates to the United Kingdom through the principal Atlantic and Gulf ports, on April 23, 1920. Another table is presented showing rates on a few commodities to the United Kingdom, August 25, 1921.

Comparative statement of rail and ocean rates from inland points and Atlantic and Gulf ports of the United States to the United Kingdom, Apr. 23, 1920.

To United Kingdom via.....	RAIL AND WATER RATES.												Differentials.										
	0	1	2	3	4	5	6	7	8	9	10	11											
	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Wilmington.	Charleston.	Savannah.	Jacksonville.	Mobile.	New Orleans.	Galveston.	0	1	2	3	4	5	6	7	8	9	10	11
From Chicago on—																								
Agricultural implements.....(C. L.)..	145	145	143	142	142	152½	152½	152½	152½	160	160	209	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+15	+15	+ 64
Agricultural implements.....(L. C. L.)..	184	184	182½	181½	181½	191½	191½	191½	191½	209	209	260	0	0	−1½	−2½	−2½	+ 7½	+ 7½	+ 7½	+ 7½	+25	+25	+ 76
Clothing.....(C. L.)..	212½	212½	210½	209½	209½	220	220	220	220	252½	252½	324	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+40	+40	+111½
Clothing.....(L. C. L.)..	212½	212½	210½	209½	209½	220	220	220	220	252½	252½	324	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+40	+40	+111½
Grain.....(C. L.)..	69½	69½	68½	68	68	85	85	85	85	89	89	110½	0	0	−1	−1½	−1½	+15½	+15½	+15½	+15½	+19½	+19½	+ 41
Grain.....(L. C. L.)..	85	85	83	82	82	92½	92½	92½	92½	92½	92½	192½	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+ 7½	+ 7½	+107½
Meat.....(C. L.)..	145	145	143	142	142	152½	152½	152½	152½	157	157	157	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+12	+12	+ 12
Meat.....(L. C. L.)..	160	160	158½	157½	157½	167½	167½	167½	167½	170	170	247½	0	0	−1½	−2½	−2½	+ 7½	+ 7½	+ 7½	+ 7½	+10	+10	+ 87½
Shoes.....(C. L.)..	212½	212½	210½	209½	209½	220	220	220	220	252½	252½	324	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+40	+40	+111½
Shoes.....(L. C. L.)..	212½	212½	210½	209½	209½	220	220	220	220	252½	252½	324	0	0	−2	−3	−3	+ 7½	+ 7½	+ 7½	+ 7½	+40	+40	+111½
From St. Louis on—																								
Agricultural implements.....(C. L.)..	152½	152½	150½	149½	149½	151½	150	150	150	159	159	197½	0	0	−2	−3	−3	− 1	− 2½	− 2½	− 2½	+ 6½	+ 6½	+ 45
Agricultural implements.....(L. C. L.)..	198½	198½	197	196	196	201½	203½	203½	203½	196½	196½	245	0	0	−1½	−2½	−2½	+ 3	+ 5	+ 5	+ 5	− 2	− 2	+ 46½
Clothing.....(C. L.)..	231½	231½	229½	228½	228½	236	236	236	236	227½	227½	299	0	0	−2	−3	−3	+ 4½	+ 4½	+ 4½	+ 4½	− 4	− 4	+ 67½
Clothing.....(L. C. L.)..	231½	231½	229½	228½	228½	236	236	236	236	227½	227½	299	0	0	−2	−3	−3	+ 4½	+ 4½	+ 4½	+ 4½	− 4	− 4	+ 67½
Grain.....(C. L.)..	72	72	71	70½	70½	77	77	77	77	84	84	98	0	0	−1	−1½	−1½	+ 5	+ 5	+ 5	+ 5	+12	+12	+ 26
Grain.....(L. C. L.)..	92½	92½	90½	89½	89½	72½	72½	72½	72½	85	85	180	0	0	−2	−3	−3	−20	−20	−20	−20	− 7½	− 7½	+ 87½
Meat.....(C. L.)..	161½	161½	159½	158½	158½	156½	156½	156½	156½	156½	156½	156½	0	0	−2	−3	−3	− 5	− 5	− 5	− 5	− 5	− 5	− 5
Meat.....(L. C. L.)..	170½	170½	169	168	168	156½	164½	164½	164½	162½	162½	235	0	0	−1½	−2½	−2½	−14	− 6	− 6	− 6	− 8	− 8	+ 64½
Shoes.....(C. L.)..	231½	231½	229½	228½	228½	236	236	236	236	227½	227½	299	0	0	−2	−3	−3	+ 4½	+ 4½	+ 4½	+ 4½	− 4	− 4	+ 67½
Shoes.....(L. C. L.)..	231½	231½	229½	228½	228½	236	236	236	236	227½	227½	299	0	0	−2	−3	−3	+ 4½	+ 4½	+ 4½	+ 4½	− 4	− 4	+ 67½

2805

[fol. 2806]

The accompanying table prepared by the Shipping Board shows the combined rail and ocean rates to the United Kingdom through the principal Atlantic and Gulf ports, on April 23, 1920. Another table is presented showing rates on a few commodities to the United Kingdom, August 25, 1921.

parative statement of combined rail and ocean rates on selected commodities from interior points to United Kingdom via North Atlantic and Gulf ports, Aug. 25, 1921.

[In cents per 100 pounds.]

From—	Commodity.	Rate to United Kingdom via—							Differentials.					
		Boston.	New York.	Philadelphia.	Baltimore.	Mobile.	New Orleans.	Galveston.	1	2	3	4	5	6
		0	1	2	3	4	5	6						
ago, Ill.....	Agricultural implements.....	128	128	126	125	140	140	140	0	−2	−3	+12	+12	+12
	Boots and shoes.....	242½	242½	240½	239½	250	250	250	0	−2	−3	+7½	+7½	+7½
	Cotton piece goods.....	202½	202½	200½	199½	196½	196½	196½	0	−2	−3	−6	−6	−6
	Flour, in bags.....	58	58	56	55	59	61	89½	0	−2	−3	+1	+3	+31½
	Grain.....	51	51	50	49½	54	54	82½	0	−1	−1½	+3	+3	+31½
	Machinery and parts.....	138	138	136	135	150	150	150	0	−2	−3	+12	+12	+12
	Packing house products.....	138	138	136	135	146	146	146	0	−2	−3	+8	+8	+8
	Paper, newsprint.....	127½	127½	125½	124½	140	140	140	0	−2	−3	+12½	+12½	+12½
ouis, Mo.....	Agricultural implements.....	138½	138½	136½	135½	132	132	132	0	−2	−3	−6	−6	−6
	Boots and shoes.....	269	269	267	266	236½	236½	236½	0	−2	−3	−32½	−32½	−32½
	Cotton piece goods.....	223	223	221	220	183½	183½	183½	0	−2	−3	−39½	−39½	−39½
	Flour, in bags.....	62	62	60	59	51½	53½	53½	0	−2	−3	−10½	−8½	−8½
	Grain.....	55	55	54	53½	46½	46½	46½	0	−1	−1½	−8½	−8½	−8½
	Machinery.....	148½	148½	146½	145½	142	142	142	0	−2	−3	−6½	−6½	−6½
	Packing house products.....	148½	148½	146½	145½	145½	145½	145½	0	−2	−3	−3	−3	−3
	Paper, newsprint.....	136½	136½	134½	133½	132	132	132	0	−2	−3	−4½	−4½	−4½
as City, Mo....	Agricultural implements.....	179½	179½	177½	176½	150	150	150	0	−2	−3	−29½	−29½	−29½
	Boots and shoes.....	370½	370½	368½	367½	292	292	292	0	−2	−3	−78½	−78½	−78½
	Cotton piece goods.....	282½	282½	280½	279½	200	200	200	0	−2	−3	−82½	−82½	−82½
	Flour, in bags.....	77½	77½	75½	74½	66	68	68	0	−2	−3	−11½	−9½	−9½
	Grain.....	70½	70½	69½	69	61	61	61	0	−1	−1½	−9½	−9½	−9½
	Machinery and parts.....	189½	189½	187½	186½	160	160	160	0	−2	−3	−29½	−29½	−29½
	Packing house products.....	178	178	176	175	156½	156½	156½	0	−2	−3	−21½	−21½	−21½
	Paper, newsprint.....	161½	161½	159½	158½	143½	143½	143½	0	−2	−3	−18	−18	−18

2806

The tables show that on most commodities the rates from south Atlantic and Gulf ports to the United Kingdom are 7½ cents and 15 cents, respectively, higher than rates from the north Atlantic range. The first table, dated April 23, 1920, shows particularly the rate disadvantages of Boston as compared with Philadelphia, Baltimore, and Norfolk, caused by the adoption of equal ocean rates from all north Atlantic ports; while the second table shows the changes in favor of Gulf ports caused by the recent unequal horizontal increases in rail rates.

It will be seen that Boston has been placed in a most unfavorable position as regards rates from Chicago and the west to the United Kingdom and Europe. In the absence of compensating advantages, the difference is sufficient to control the movement of traffic. Boston has important advantages such as her proximity to Europe, her direct entrance from the sea, and the absence of heavy dock charges, all of which serve to lessen the actual cost of operating vessels to this port, but these advantages are partially or fully offset by the higher cost of bunker coal, the complicated switching charges, the lack of coordinated terminals, and other adverse conditions. The conditions favorable to the ocean movement at Boston are not reflected in the rates, and apparently have no appreciable influence upon traffic.

2807

[fol. 2808]

1925

Exhibit No. (D-5)_____
I&S 6615
Witness: Edward K. Laux
Page 1 of 2

COMPARISON OF DISTANCES IN NAUTICAL MILES
BETWEEN VARIOUS WORLD PORTS ON THE ONE HAND AND NORTH ATLANTIC, SOUTH ATLANTIC AND GULF PORTS ON THE OTHER

BETWEEN AND	Norfolk	Baltimore	Philadelphia	New York	Boston	Portland	Halifax	Montreal	St. John	Quebec	Charleston	Savannah	Jacksonville	Pensacola	New Orleans	Galveston	Corpus Christi
Aden, Saudi Arabia	6,670	6,793	6,654	6,511	6,333	6,310	5,985	6,496	6,241	6,357	6,928	7,003	7,075	7,775	7,868	8,042	8,147
Alexandria, Egypt	5,158	5,281	5,142	4,999	4,821	4,798	4,473	4,984	4,729	4,845	5,416	5,491	5,563	6,263	6,356	6,530	6,635
Antwerp, Belgium	3,354	3,657	3,515	3,371	3,193	3,201	2,754	3,130	3,132	2,991	3,807	3,904	3,974	4,739	4,832	5,006	5,111
Barcelona, Spain	3,871	3,994	3,855	3,712	3,534	3,511	3,186	3,697	3,442	3,558	4,129	4,204	4,276	4,976	5,069	5,243	5,348
Belem Para, Brazil	2,832	2,953	2,950	2,975	2,970	-	2,904	3,680	2,998	3,541	2,786	3,256	2,773	3,084	3,177	3,351	3,435
Bremen, Germany	3,776	3,899	3,757	3,612	3,435	3,443	3,416	3,372	3,374	3,233	4,049	4,146	4,216	4,981	5,074	5,248	5,353
Buenas Aires, Argentine	5,824	5,945	5,918	5,871	5,842	5,873	5,731	6,455	5,853	6,316	5,822	5,854	5,808	6,144	6,237	6,411	6,487
Callao, Peru	3,172	3,294	3,339	3,368	3,550	3,591	3,688	4,554	3,711	4,415	2,957	2,956	2,909	2,762	2,794	2,886	2,969
Capetown, Union of South Africa	6,790	6,912	6,861	6,786	6,707	6,709	6,492	7,118	6,667	6,979	6,830	6,864	6,854	7,197	7,290	7,464	7,540
Cartagua, Columbia	1,658	1,780	1,825	1,853	2,036	-	-	-	-	-	1,443	1,442	1,395	1,422	1,468	1,583	1,655
Copenhagen, Denmark	3,844	3,965	3,824	3,671	3,500	3,457	2,968	3,471	-	3,332	4,106	4,194	4,277	5,043	5,136	5,310	5,415
Dakar, Senegal	3,408	-	3,441	3,335	3,221	3,200	2,956	3,566	-	3,427	3,557	-	3,650	4,199	4,292	4,466	4,571
Gdansk, Poland	4,222	4,343	4,202	4,049	3,878	3,835	3,346	3,849	-	3,710	4,424	4,521	4,591	5,356	5,449	5,623	5,728
Genoa, Italy	4,216	4,335	4,196	4,053	3,875	3,852	3,527	4,038	-	3,839	4,470	4,545	4,617	5,317	5,410	5,584	5,689
Glasgow, Scotland	3,215	3,336	3,195	3,042	2,871	-	2,377	2,880	-	2,741	3,581	3,692	3,645	4,469	4,562	4,736	4,841
Gothenburg, Sweden	3,736	3,857	3,716	3,653	3,392	3,349	2,860	3,363	-	3,224	4,251	4,348	4,418	5,183	5,276	5,450	5,55[illegible]
Guayaquil, Equador	2,646	2,768	2,813	2,842	3,024	3,065	3,162	4,028	3,185	3,889	2,431	2,430	2,383	2,236	2,268	2,360	2,44[illegible]
Hamburg, Germany	3,799	3,920	3,779	3,626	3,455	3,412	2,923	3,426	-	3,287	4,075	4,172	4,242	5,007	5,100	5,274	5,37[illegible]
Helsinki, Finland	4,381	4,502	4,361	4,208	4,037	3,994	3,505	4,008	-	3,869	4,710	4,807	4,877	5,642	5,735	5,909	6,014
Hong Kong, China	11,017	11,139	11,184	11,213	11,395	11,436	11,533	12,399	11,556	12,260	10,802	10,801	10,754	10,607	10,639	10,731	10,814

2808

1926
[fol. 2809]

BETWEEN AND	Norfolk	Baltimore	Philadelphia	New York	Boston	Portland	Halifax	Montreal	St. John	Quebec	Charleston	Savannah	Jacksonville	Pensacola	New Orleans	Galveston	Corpus Christi
Izmir, Turkey	5,019	5,142	5,003	4,860	4,682	4,659	4,334	4,945	4,590	4,706	5,277	5,352	5,424	6,124	6,217	6,391	6,496
Karachi, Pakistan	8,135	8,258	8,119	7,976	7,798	7,775	7,450	7,961	7,706	7,822	8,384	8,459	8,531	9,231	9,324	9,498	9,603
Kobe, Japan	9,786	9,908	9,953	9,982	10,164	10,205	10,302	11,168	10,325	11,029	9,571	9,570	9,523	9,376	9,408	9,500	9,583
LaGuaira, Venezuela	1,687	1,813	1,838	1,848	1,955	-	2,060	2,941	2,086	2,802	1,549	1,575	1,854	-	1,819	1,938	2,006
Le Havre, France	3,348	3,471	3,329	3,185	3,007	-	2,568	2,944	-	2,805	3,621	3,718	3,788	4,553	4,646	4,820	4,925
Leningrad, Russia	4,535	4,656	4,515	4,362	4,191	4,148	3,659	4,162	-	4,023	4,864	4,961	5,031	5,796	5,889	6,063	6,168
Lisbon, Portugal	3,137	3,258	3,117	2,964	2,793	2,767	2,437	2,940	-	2,801	3,390	3,470	3,541	4,254	4,347	4,521	4,626
Liverpool, England	3,279	3,400	3,259	3,106	2,935	-	2,441	2,944	-	2,805	3,534	3,630	3,702	4,441	4,534	4,708	4,813
London, England	3,498	3,621	3,479	3,335	3,157	-	2,718	3,094	-	2,955	3,771	3,868	3,938	4,703	4,796	4,970	5,075
Manila, P. I.	11,169	11,291	11,336	11,365	11,547	11,588	11,685	12,551	11,708	12,412	10,954	10,953	10,906	10,759	10,791	10,883	10,966
Melbourne, Australia	9,746	9,868	9,913	9,942	10,124	10,165	10,262	11,128	10,285	10,989	9,531	9,530	9,483	9,336	9,368	9,460	9,543
Mombasa, Kenya Colony	8,276	8,399	8,260	8,117	7,939	7,916	7,591	8,102	7,847	7,963	8,534	8,609	8,681	9,381	9,474	9,648	9,753
Oslo, Norway	3,768	3,889	3,748	3,595	3,424	3,381	2,892	3,395	-	3,256	4,030	4,118	4,201	4,967	5,060	5,234	5,339
Piraeus, Greece	4,857	4,980	4,841	4,698	4,520	4,497	4,172	4,683	4,428	4,544	5,115	5,190	5,262	5,962	6,055	6,229	6,334
Rio de Janeiro, Brazil	4,723	4,844	4,817	4,762	4,738	4,772	4,630	5,354	4,752	5,215	4,696	4,726	4,707	5,043	5,136	5,310	5,386
Rotterdam, Netherlands	3,539	3,662	3,520	3,376	3,198	-	2,759	3,135	-	2,996	3,812	3,909	3,979	4,744	4,837	5,011	5,116
Singapore, Malaya	10,288	10,411	10,272	10,129	9,951	9,928	9,603	10,114	9,859	9,975	10,546	10,621	10,693	11,393	11,486	11,660	11,765
Stockholm, Sweden	4,261	4,382	4,241	4,088	3,917	3,874	3,385	3,888	-	3,749	4,523	4,611	4,694	5,460	5,553	5,727	5,832
Sydney, Australia	9,496	9,618	9,663	9,692	9,874	9,915	10,012	10,830	10,035	10,739	9,281	9,280	9,233	9,086	9,118	9,210	9,293
Valparaiso, Chile	4,438	4,560	4,605	4,634	4,816	4,857	4,954	5,820	4,977	5,681	4,223	4,222	4,175	4,028	4,060	4,152	4,235
Wellington, New Zealand	8,327	8,449	8,494	8,523	8,705	8,746	8,843	9,709	8,866	9,570	8,112	8,111	8,064	7,917	7,949	8,041	8,124

Authority:

Table of Distances Between Ports, U. S. Navy Hydrographic Office - H.O. No. 117 - 1943

Conversion:

1 Nautical Mile = 6080.20 Feet

1 Statute Mile = 5280 Feet

2809

EXHIBIT No. L-1 _____

I&S DOCKET 6615

WITNESS EDWARD K. LAUX

Page 1 of 10

[fol. 2810]

STATEMENT SHOWING TYPICAL EXPORT AND IMPORT RATES, CLASSES 1, 3, 40 AND 6, BETWEEN REPRESENTATIVE POINTS IN THE CENTRAL WEST ON THE ONE HAND AND THE PORTS OF NEW YORK, BALTIMORE AND OTHER NORTH ATLANTIC, CANADIAN, SOUTH ATLANTIC AND GULF PORTS ON THE OTHER HAND

(all rates are in cents per 100 pounds and include the Ex Parte 196 increase)

2810

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Chicago, Illinois	Halifax, N.S.	1590	340	241	139	96	336	236	136	92
	Montreal, Que.	820	338	237	137	94	336	236	136	92
	Quebec, Que.	987	340	241	139	96	336	236	136	92
	St. John, N.B.	1422	340	241	139	96	336	236	136	92
	Portland, Me.	1045	340	241	139	96	336	236	136	92
	Boston, Mass.	973	340	241	139	96	347	241	139	96
	New York, N.Y.	890	340	241	139	96	347	241	139	96
	Philadelphia, Pa.	814	338	237	137	94	339	237	137	94
	Wilmington, Del.	814	338	237	137	94	339	237	137	94
	Baltimore, Md.	767	336	236	136	92	336	236	136	92
	Norfolk, Va.	914	336	236	136	92	336	236	136	92

			A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	Morehead City, N.C.	991	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Charleston, S.C.	980	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Savannah, Ga.	989	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Jacksonville, Fla.	1055	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Pensacola, Fla.	886	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Mobile, Ala.	837	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	New Orleans, La.	890 ~~906~~	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Houston-Galveston, Tex.	1035	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Corpus Christi, Tex.	1257	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89

1928 [fol. 2811]

2811

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Cincinnati, Ohio	Halifax, N.S.	1587	283	201	114	81	279	197	111	76
	Montreal, Que.	817	281	198	112	78	279	197	111	76
	Quebec, Que.	984	283	201	114	81	279	197	111	76
	St. John, N.B.	1419	283	201	114	81	279	197	111	76
	Portland, Me.	963	283	201	114	81	279	197	111	76
	Boston, Mass.	891	283	201	114	81	289	201	114	81
	New York, N.Y.	724	283	201	114	81	289	201	114	81
	Philadelphia, Pa.	644	281	198	112	78	282	198	112	78
	Wilmington, Del.	644	281	198	112	78	282	198	112	78
	Baltimore, Md.	560	279	197	111	76	279	197	111	76
	Norfolk, Va.	656	279	197	111	76	279	197	111	76

		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	Morehead City, N.C.	730	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Charleston, S.C.	704	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Savannah, Ga.	714	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Jacksonville, Fla.	801	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Pensacola, Fla.	731	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Mobile, Ala.	737	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	New Orleans, La.	834	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Houston-Galveston, Tex.	1035	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73
	Corpus Christi, Tex.	1257	279	261	197	187	111	107	76	73	279	267	197	187	111	107	76	73

[fol. 2812]

1929

2812

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Dayton, Ohio	Halifax, N.S.	1533	276	195	113	80	271	192	110	75
	Montreal, Que.	763	273	193	111	76	271	192	110	75
	Quebec, Que.	930	276	195	113	80	271	192	110	75
	St. John, N.B.	1365	276	195	113	80	271	192	110	75
	Portland, Me.	908	276	195	113	80	271	192	110	75
	Boston, Mass.	836	276	195	113	80	282	195	113	80
	New York, N.Y.	690	276	195	113	80	282	195	113	80
	Philadelphia, Pa.	614	273	193	111	76	275	193	111	76
	Wilmington, Del.	614	273	193	111	76	275	193	111	76
	Baltimore, Md.	541	271	192	110	75	271	192	110	75
	Norfolk, Va.	665	271	192	110	75	271	192	110	75
	Morehead City, N.C.	742	343	243	140	98	378	265	152	104
	Charleston, S.C.	759	343	243	140	98	359	252	144	99
	Savannah, Ga.	769	343	243	140	98	366	257	146	101
	Jacksonville, Fla.	856	343	243	140	98	390	273	156	107
	Pensacola, Fla.	786	343	243	140	98	372	261	148	103
	Mobile, Ala.	792	343	243	140	98	372	261	148	103
	New Orleans, La.	889	343	243	140	98	396	278	159	108
	Houston-Galveston, Tex.	1074	439	307	176	121	439	307	176	121
	Corpus Christi, Tex.	1296	494	347	197	136	494	347	197	136

1930
[fol. 2813]

28:3

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Detroit, Michigan	Halifax, N.S.	1334	293	205	119	81	278	201	111	75
	Montreal, Que.	564	290	202	116	78	278	201	111	75
	Quebec, Que.	731	293	205	119	81	278	201	111	75
	St. John, N.B.	1166	293	205	119	81	278	201	111	75
	Portland, Me.	778	293	205	119	81	278	201	111	75
	Boston, Mass.	706	293	205	119	81	295	205	119	81
	New York, N.Y.	631	293	205	119	81	295	205	119	81
	Philadelphia, Pa.	637	290	202	116	78	287	202	116	78
	Wilmington, Del.	637	290	202	116	78	287	202	116	78
	Baltimore, Md.	604	289	201	114	76	285	201	114	76
	Norfolk, Va.	796	289	201	114	76	285	201	114	76
	Morehead City, N.C.	890	378	267	155	107	414	290	165	114
	Charleston, S.C.	937	378	267	155	107	408	286	163	112
	Savannah, Ga.	947	378	267	155	107	408	286	163	112
	Jacksonville, Fla.	1055	378	267	155	107	439	307	176	121
	Pensacola, Fla.	985	378	267	155	107	421	295	169	116
	Mobile, Ala.	991	378	267	155	107	421	295	169	116
	New Orleans, La.	1071	378	267	155	107	439	307	176	121
	Houston-Galveston, Tex.	1219	476	333	190	130	476	333	190	130
	Corpus Christi, Tex.	1441	530	372	212	146	530	372	212	146

[fol. 2814]

1931

2814

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Indianapolis, Indiana	Halifax, N.S.	1601	311	219	125	89	307	216	122	86
	Montreal, Que.	831	308	217	123	87	307	216	122	86
	Quebec, Que.	998	311	219	125	89	307	216	122	86
	St. John, N.B.	1433	311	219	125	89	307	216	122	86
	Portland, Me.	1006	311	219	125	89	307	216	122	86
	Boston, Mass.	934	311	219	125	89	317	219	125	89
	New York, N.Y.	799	311	219	125	89	317	219	125	89
	Philadelphia, Pa.	723	308	217	123	87	310	217	123	87
	Wilmington, Del.	723	308	217	123	87	310	217	123	87
	Baltimore, Md.	650	307	216	122	86	307	216	122	86
	Norfolk, Va.	766	307	216	122	86	307	216	122	86
			A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	Morehead City, N.C.	840	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Charleston, S.C.	799	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Savannah, Ga.	809	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Jacksonville, Fla.	887	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Pensacola, Fla.	753	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Mobile, Ala.	758	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	New Orleans, La.	811	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Houston-Galveston, Tex.	964	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82
	Corpus Christi, Tex.	1186	307	289	216	205	122	119	86	82	307	295	216	205	122	119	86	82

1932
[fol. 2815]

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Peoria, Illinois	Halifax, N.S.	1711	359	253	145	101	356	250	141	98
	Montreal, Que.	941	357	251	143	99	356	250	141	98
	Quebec, Que.	1108	359	253	145	101	356	250	141	98
	St. John, N.B.	1543	359	253	145	101	356	250	141	98
	Portland, Me.	1155	359	253	145	101	356	250	141	98
	Boston, Mass.	1083	359	253	145	101	366	253	145	101
	New York, N.Y.	988	359	253	145	101	366	253	145	101
	Philadelphia, Pa.	912	357	251	143	99	358	251	143	99
	Wilmington, Del.	912	357	251	143	99	358	251	143	99
	Baltimore, Md.	849	356	250	141	98	356	250	141	98
	Norfolk, Va.	968	356	250	141	98	356	250	141	98
			A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	Morehead City, N.C.	1042	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Charleston, S.C.	997	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Savannah, Ga.	954	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Jacksonville, Fla.	1020	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Pensacola, Fla.	816	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Mobile, Ala.	767	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	New Orleans, La.	820	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Houston-Galveston, Tex.	925	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89
	Corpus Christi, Tex.	1147	336	318	236	226	136	131	92	89	336	324	236	226	136	131	92	89

[fol. 2816]

1933

2816

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES								IMPORT CLASSES							
			1		3		40		6		1		3		40		6	
St. Louis, Missouri	Halifax, N.S.	1807	369		261		149		105		366		258		146		102	
	Montreal, Que.	1037	367		259		147		103		366		258		146		102	
	Quebec, Que.	1204	369		261		149		105		366		258		146		102	
	St. John, N.B.	1639	369		261		149		105		366		258		146		102	
	Portland, Me.	1246	369		261		149		105		366		258		146		102	
	Boston, Mass.	1174	369		261		149		105		375		261		149		105	
	New York, N.Y.	1040	369		261		149		105		375		261		149		105	
	Philadelphia, Pa.	964	367		259		147		103		368		259		147		103	
	Wilmington, Del.	964	367		259		147		103		368		259		147		103	
	Baltimore, Md.	891	366		258		146		101		366		258		146		101	
	Norfolk, Va.	990	366		258		146		101		366		258		146		101	
			A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	Morehead City, N.C.	1063	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Charleston, S.C.	909	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Savannah, Ga.	866	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Jacksonville, Fla.	905	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Pensacola, Fla.	690	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Mobile, Ala.	641	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	New Orleans, La.	685	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Houston-Galveston, Tex.	774	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89
	Corpus Christi, Tex.	995	307	289	216	205	122	119	86	82	336	324	236	226	136	131	92	89

1934
[fol. 2817]

2817

2817

Between	and	SHORT LINE MILEAGE	EXPORT CLASSES				IMPORT CLASSES			
			1	3	40	6	1	3	40	6
Youngstown, Ohio	Halifax, N.S.	1378	229	161	92	66	226	157	89	63
	Montreal, Que.	609	227	159	90	64	226	157	89	63
	Quebec, Que.	776	229	161	92	66	226	157	89	63
	St. John, N.B.	1210	229	161	92	66	226	157	89	63
	Portland, Me.	718	229	161	92	66	226	157	89	63
	Boston, Mass.	646	229	161	92	66	235	161	92	66
	New York, N.Y.	500	229	161	92	66	235	161	92	66
	Philadelphia, Pa.	424	227	159	90	64	228	159	90	64
	Wilmington, Del.	424	227	159	90	64	228	159	90	64
	Baltimore, Md.	378	226	157	89	63	226	157	89	63
	Norfolk, Va.	570	271	192	110	75	271	192	110	75
	Morehead City, N.C.	685	391	277	160	111	359	252	144	99
	Charleston, S.C.	856	391	277	160	111	390	273	156	107
	Savannah, Ga.	926	391	277	160	111	408	286	163	112
	Jacksonville, Fla.	1063	391	277	160	111	439	307	176	121
	Pensacola, Fla.	1023	391	277	160	111	427	299	171	117
	Mobile, Ala.	1029	391	277	160	111	427	299	171	117
	New Orleans, La.	1126	391	277	160	111	457	320	183	125
	Houston-Galveston, Tex.	1301	500	350	200	138	500	350	200	138
	Corpus Christi, Tex.	1523	525	367	210	144	525	367	210	144

[fol. 2818]

1935

2818

TARIFF AUTHORITIES

H. R. Hinsch	490-B,	ICC 3642
C. W. Boin	79-C,	ICC A-942
H. M. Engdahl	1016-K,	ICC 136
H. M. Engdahl	1021-G,	ICC 126
C. W. Boin	E/S 1008,	ICC A-946
F. C. Kratzmeir	SW/E 1005,	ICC 3998
H. R. Hinsch	548-D,	ICC 4058
R. K. Watson	27-A,	ICC 100

SHORT LINE MILEAGES: Trunk Line Association

2819

1936
[fol. 2819]

EXPORT R.R. FREIGHT RATES

TRACTORS - BOXED OR UNBOXED

			L.C.L.	Minimum Carload 20,000	30,000	40,000
Milwaukee to:	New York		3.22	1.53	1.18	.90
	New Orleans		3.13	1.46	1.11	.85
Springfield to:	New York		3.28	1.55	1.18	.90
	Baltimore		....	1.51	1.13	.87
	Boston		....	1.55	1.18	.90
	Newport News		....	1.51	1.13	.87
	Norfolk		....	1.51	1.13	.87
	Philadelphia		....	1.53	1.14	.88
	*New Orleans	A	2.99	1.43	1.11	.85
		B	2.81	1.38	1.08	.82
	Milwaukee		1.92	.56	....	....
					36,000	
	°West Coast Ports		....	....	1.88	....
					30,000	
Cedar Rapids to:	New York		2.92	1.71	1.51	1.09
	Baltimore		2.89	....	1.48	1.06
	Boston		2.92	....	1.51	1.09
	Newport News		2.89	....	1.48	1.06
	Norfolk		2.89	....	1.48	1.06
	Philadelphia		2.90	....	1.49	1.08
	*New Orleans	A	2.89	1 60	1.48	1.06
		B	2.76	1.54	1.44	1.03
	Milwaukee		....	.71	....	....
					36,000	
	°West Coast Ports		....	....	1.82	....
				24,000	30,000	
Gadsden to:	New York		3.94	1.30	....	1.22
				20,000		
	New Orleans	A	2.49	1.17	.81	.64
		B	2.49	1.12	.77	.64
Eau Claire to:	Ne. York		3.49	1.64	1.63	1.33
	New Orleans	A	4.08	1.86	1.57	1.29
		B	3.88	1.83	1.54	1.26

ENGINES AND POWER UNITS - BOXED

				24,000		
Milwaukee to:	New York		3 22	1.53	....	....
	New Orleans	A	3.13	1.46	....	....
		B	2.93	1.43	....	....
Harvey to:	New York		3.09	1.49	1.18	.90
	New Orleans	A	2.99	1.43	1.11	.85
		B	2.80	1.38	1.08	.80

*Also applies to all other Gulf and South Atlantic ports, viz: Baton Rouge, Galveston, Gulfport, Mobile, Houston, Pensacola, Savannah, Jacksonville, Charleston and Wilmington.

°Includes Los Angeles, San Diego, San Francisco or Seattle ports.

A - Destination being the Canal Zone, Cuba, Insular Possessions of the United States and all destinations not located in the United States, Canada, Newfoundland, Europe, Africa and the East Coast of South America.

B - Destination being Europe, Africa and the East Coast of South America and/or the North Coasts of Columbia, Venezuela and the Guianas.

[fol. 2826]

2826

1941

EXPORT R.R. FREIGHT RATES

ROAD MACHINERY - BOXED OR UNBOXED

			L.C.L.	Minimum Carload 24,000	30,000	40,000
Springfield to:	New York		3.28	1.55	1.17	.90
	Baltimore		....	1.51	1.13	.87
	Boston		....	1.55	1.17	.90
	Newport News		....	1.51	1.13	.87
	Norfolk		....	1.51	1.13	.87
	Philadelphia		....	1.53	1.14	.88
	*New Orleans	A	2.99	1.43	1.11	.85
		B	2.80	1.38	1.08	.82
					36,000	
	oWest Coast Ports		....	....	1.88	....
					30,000	
Cedar Rapids to:	New York		2.92	1.71	1.51	1.09
	Baltimore		2.89	....	1.48	1.06
	Boston		2.92	....	1.51	1.09
	Newport News		2.89	....	1.48	1.06
	Norfolk		2.89	....	1.48	1.06
	Philadelphia		2.90	....	1.49	1.08
	*New Orleans	A	2.89	1.60	1.48	1.06
		B	2.76	1.54	1.44	1.03
	Milwaukee		....	.71	....	....
					36,000	
	oWest Coast Ports		....	....	1.82	....
					30,000	
Deerfield to:	New York		3.28	1.53	1.18	.90
	New Orleans	A	3.14	1.46	1.11	.85
		B	2.91	1.44	1.08	.80
Matoon to:	New York		2.61	1.49	....	....
	New Orleans	A	3.55	1.42	1.11	.85
		B	2.44	1.38	1.08	.80
Lubbock to:	New York		5.82	3.09	....	....
	New Orleans		3.43	1.83	....	....
				20,000		
Springfield to:	Milwaukee		1.92	.87	....	.76
Deerfield to:	Milwaukee		1.10	.49	....	....

*Also applies to all other Gulf and South Atlantic ports, viz: Baton Rouge, Galveston, Gulfport, Mobile, Houston, Pensacola, Savannah, Jacksonville, Charleston and Wilmington.

oIncludes Los Angeles, San Diego, San Francisco or Seattle ports.

A - Destination being the Canal Zone, Cuba, Insular Possessions of the United States and all destinations not located in the United States, Canada, Newfoundland, Europe, Africa and the East Coast of South America.

B - Destination being Europe, Africa and the East Coast of South America and/or the North Coasts of Columbia, Venezuela and the Guianas.

APPENDIX "C"

EXPORT R.R. FREIGHT RATES

AGRICULTURAL MACHINERY - BOXED

			L.C.L.	Minimum Carload 20,000	30,000	40,000
La Porte to:	New York.....		3.51	1.46	1.13	.87
	New Orleans.....		3.79	1.53	1.21	.93
Independence to:	New York.....		5.06	2.11	1.80	....
	New Orleans.....A		4.12	....	1.11	1.06
		B	3.93	....	1.11	1.03
Peru, Indiana to:	New York.....		2.58	....	....	....
	New Orleans.....		2.34	....	....	....

AGRICULTURAL IMPLEMENTS - BOXED

				24,000		
La Crosse to:	New York.....		3.22	1.88	1.60	1.30
	New Orleans.....A		3.16	1.80	1.54	1.27
		B	3.03	1.77	1.51	1.23
Athens to:	New York.....		2.90	1.19	....	.97
	New Orleans.....A		2.72	....	.86	.64
		B	....	....	.79	.64
Gadsden to:	New York.....		3.14	1.30	....	1.22
	New Orleans.....A		2.87	....	.80	.64
		B	1.96	....	.77	.64
					34,000	44,000
Oxnard to:	New York.....		9.38	5.43	4.54	4.00
	oNew Orleans.....		6.34	4.08	3.38	3.08

LOGGING MCHY. - BOXED OR UNBOXED

					30,000	40,000
Renton to:	New York.....		9.05	....	5.43	4.56
	New Orleans.....		7.05	....	4.21	3.56

A - Destination being the Canal Zone, Cuba, Insular Possessions of the United States and all destinations not located in the United States, Canada, Newfoundland, Europe, Africa and the East Coast of South America.

B - Destination being Europe, Africa and the East Coast of South America, and/or the North Coasts of Columbia, Venezuela and the Guianas.

o Destination being any Port in South or Central America and the Caribbean Islands.

[fol. 2828]

1944-45